

ALL HANDS



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APRIL 1960

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ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

APRIL 1960

Nav-Pers-O

NUMBER 519

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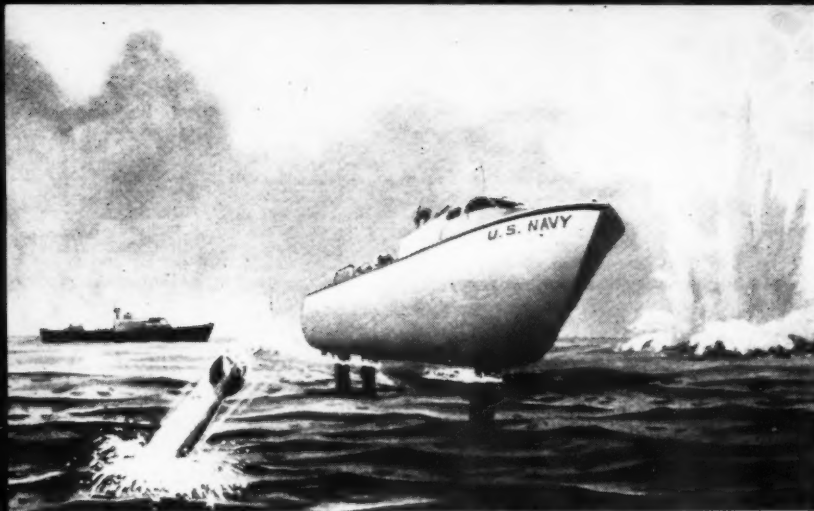
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● AT LEFT: STOCKING UP—This is a typical scene wherever Navy tenders are home-ported. In this case, the destroyer tender USS *Prairie* (AD 15) is receiving a stock of supplies which she in turn handed over to her brood of destroyers out on the high seas.

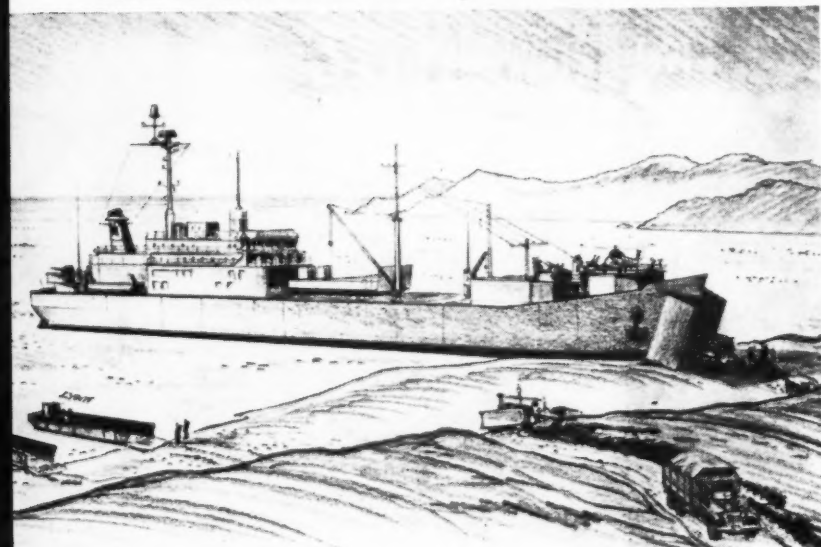
● FRONT COVER: IN THE BAG—Destroyerman bends signal flag onto halyard as he mans his station at the flag bag of an Atlantic Fleet destroyer to pass the word during operations.

● CREDITS: All photographs published in ALL HANDS are official Department of Defense photos unless otherwise designated.

PLANS FOR



FLYING HIGH—1960 shipbuilding program includes new hydrofoil sub chaser. Below: Advanced Aviation Base ship will take care of ASW aircraft.



MORE FOR SS(N) FLEET—Four more nuclear attack subs of Thresher class are included in 1960 building program.



THE NAVY'S 1960 SHIPBUILDING program includes a variety of new ships, many of them radically new and different. It calls for the construction of 14 new ships and the conversion of 12 others.

New construction under this program includes 12 combatant ships and two auxiliary ships. (Also scheduled to be built are two landing craft personnel, one submarine repair berthing and messing barge and one large harbor tug.)

In addition, eight existing warships, one mine warfare ship and three auxiliary ships will be converted and one used ferry boat will be purchased.

Here's a rundown of the 1960 shipbuilding program as approved by the President:

• **One Amphibious Transport, Dock**

—This LPD is a new type, designed to combine the functions of both an attack transport and an attack cargo ship. By incorporating certain basic design features, proved successful in the *Thomaston* class LSDs over the past three years, troops and their equipment will not be separated, as they are now in the AKA and APA. This is the second ship of this new type. One was authorized in last year's shipbuilding program.

The difficulties of off-loading over the side will be eliminated by loading landing craft internally and launching them through an opening in the stern. Landing craft can be

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launched while the ship is underway or stopped. The deck over the well that carries the landing craft will provide a platform for six large helicopters.

• One Amphibious Assault Ship—

This LPH will embark, transport and land troops and their equipment by means of helicopters. This LPH will be the Navy's third new amphibious assault ship. The other two are currently under construction.

• Three Guided Missile Destroyers

—These DDGs will perform a wide variety of tasks. They are designed to operate offensively in task forces, to operate with hunter-killer groups in the destruction of enemy submarines, to operate in support of amphibious assault operations and to screen convoys against submarine, air and surface threats.

About a third larger than our WW II destroyers, these new DDGs will have much better sea-keeping qualities. They will also have a longer cruising radius.

They will have fully equipped combat information centers and the latest and most modern electronic and communication equipment. The new guided missile destroyers will be armed with one twin *Tartar* missile launcher, antisubmarine rockets and torpedoes, and two 5-inch/54-caliber rapid fire guns.

Eighteen similar guided missile destroyers have been previously approved.

• Four Nuclear Attack Submarines

—These SS(N)s will be of the *Thresher* class, which is an advanced design of the high speed, blimp-shaped *Skipjack* class. They are especially designed for optimum sonar performance, thus giving them many advantages as an antisubmarine ship.

Nuclear subs can operate submerged for long periods of time and attack enemy submarines with less likelihood of detection than a surface ship.

• Two Escort Vessels—These DEs

will be of a completely new design which incorporates improved seaworthiness over previous escort vessels plus significant improved anti-submarine features.

They will be the first new ships to carry the integral bow-mounted long-range sonar and the drone anti-

submarine helicopter (DASH). An antisubmarine rocket-launcher and ASW torpedo-launchers are provided for submarine attack at medium ranges, and the drone helicopters carrying ASW torpedoes will be used for longer ranges.

One single 3-inch/50-caliber mount will be installed aft and one twin 3-inch/50-caliber rapid fire mount forward will provide for limited defense.

• One Oceanographic Research Ship—

This AGOR is designed to be a floating laboratory to be used in oceanographic research. It will be civilian-manned and -operated. It will conduct research for application in naval warfare—particularly ASW—and to support the national oceanographic research program.

Facilities will be installed in the AGOR to study the effect of the environment on sound transmission in the ocean, test the environmental effects of the ocean on scientific and naval instruments, and obtain background scientific information necessary for the installation and improvement of oceanic surveillance systems.

It will be capable of very quiet operation, having special sea-keeping and -handling qualities at slow speeds, and adequate accommodations and laboratory space for scientists.

Additional AGORs of this type are planned for the future.

• One Submarine Chaser, Hydro-

foil—This PC(H) is a new type ASW craft that features hydrofoils. It will patrol harbors, harbor approaches and coastal waters.

The "grasshopper" operational technique similar to that used by ASW helicopters will be used by the PC(H). When it is sub hunting during search operations, the PC(H) will operate at very slow speeds to permit maximum detection range. High speeds will be used between search positions and for the attack.

Two sonars and magnetic detection equipment will be installed. One sonar will provide maximum detection under normal conditions. The other, a variable depth sonar, and magnetic detection equipment, will provide for increased detection and classification.

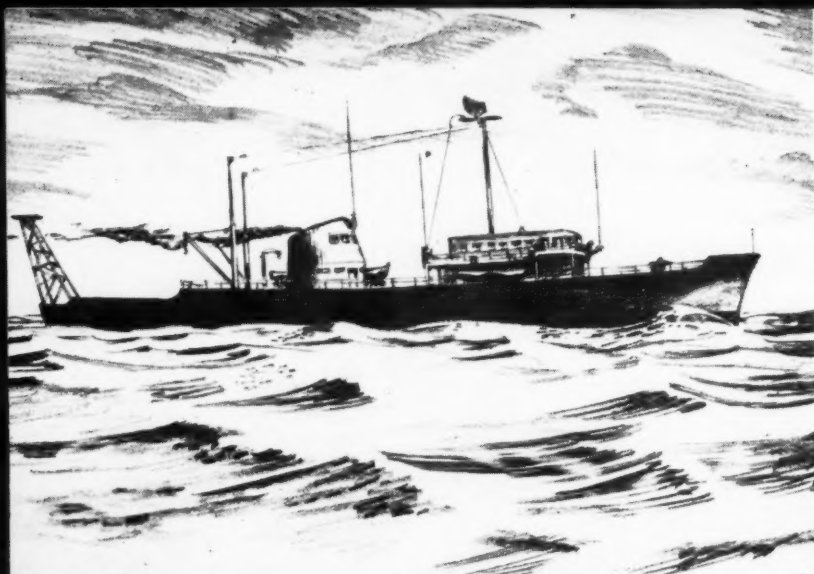
For the kill, the hydrofoil sub chaser will carry ASW torpedoes to be fired from two twin-torpedo tubes and depth charges to be dropped from racks located in the stern. A twin 50-caliber machine gun will be installed for close-in protection. This new ASW craft is the first of its type.

• One Submarine Tender—

The primary purpose of this new construction AS is to provide full mobile base facilities and support for nuclear-powered submarines including FBM submarines. It includes a full nuclear reactor support capability and facilities for handling, re-

NEW Amphibious Transport Dock can do job of Attack Cargo and Transport.





SCIENCE AT SEA—Oceanographic Research Ship will be designed for ocean study. Rt: New Amphibious Assault Ship.

placement and limited servicing of the *Polaris* missile. Servicing of other nuclear submarines and of diesel submarines is also provided to the extent of installed facilities.

A large gantry crane with athwartships bridge travel will be provided in order to on- and off-load missiles from the submarines.

This is the first new sub tender to be built since WW II. An AS conversion was authorized in last year's shipbuilding and conversion program.

• **Other new construction includes:** *Two steel landing craft, personnel*—These LCPLs will be used for beach assaults; *one submarine repair, berthing and messing barge*—It will house officers and crew members of submarines undergoing repair or overhaul or in the late stages of construction; and *one harbor tug*.

Ships to be converted include:

• **One Technical Research Ship—**

This AG will be a conversion of a Liberty ship designed to provide a mobile base to be used for research in communication and electromagnetic radiation. It will be the first ship of this type.

Special equipment will be installed in the AG for use by research technicians. No armament is planned.

• **One Advanced Aviation Base Ship**—This AVB will permit the operation of ASW aircraft from an advance airfield where little or no shore establishment exists. A post-WW II steam-driven LST will be used for this conversion.

Base facilities will be provided by the ship itself and in mobile vans carried by the ship. They include maintenance vans, gasoline trucks, general cargo carriers, bulldozers and jeeps.

The AVB will replace the only ship of its type, *uss Alameda County* (AVB 1), now in the Med.

• **Eight Destroyer Conversions (FRAM Mk-I)**—These are eight destroyers of the *uss Gearing* (DD 710) class scheduled to be converted this year under the Fleet Rehabilitation and Modernization Program. A total of 50 destroyers is scheduled to receive this conversion during the next four years.

The FRAM conversions are expected to add eight more years of life to these 14-year-old DDs. They will be completely overhauled, excessively worn machinery components will be replaced, their hulls repaired, and the latest equipment that can be effectively installed will be added. This includes: a long-range, hull-mounted sonar for the detection of submarines; an anti-submarine rocket launcher; two torpedo launchers and two drone antisubmarine helicopters.

The latest surface and air search radars and electronic countermeasure equipment will be added to



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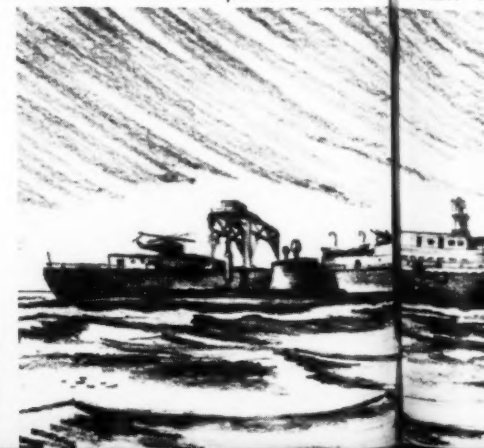
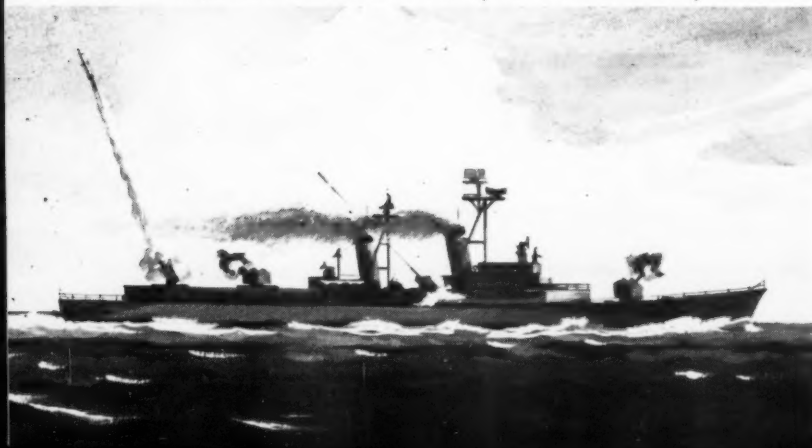
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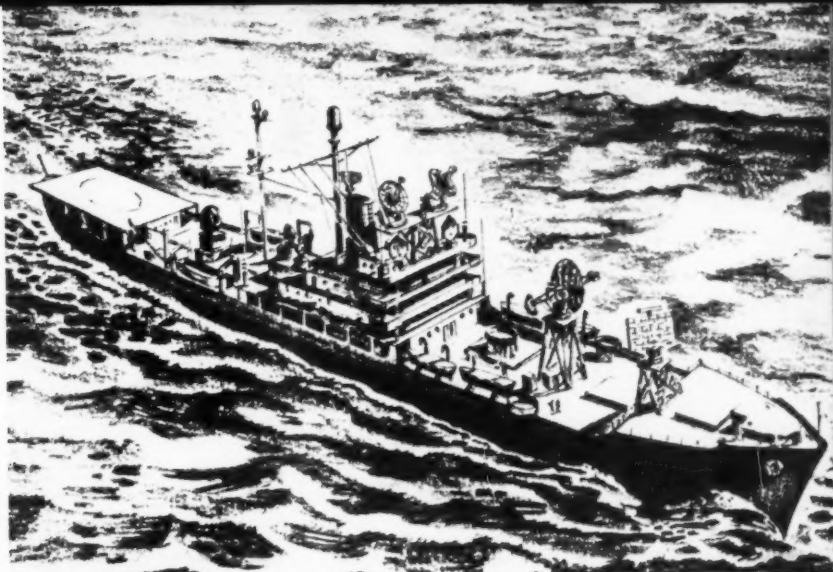
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MORE MISSILES—Guided Missile Destroyers will handle many tasks. Rt: Sub tender will mother A-powered subs.





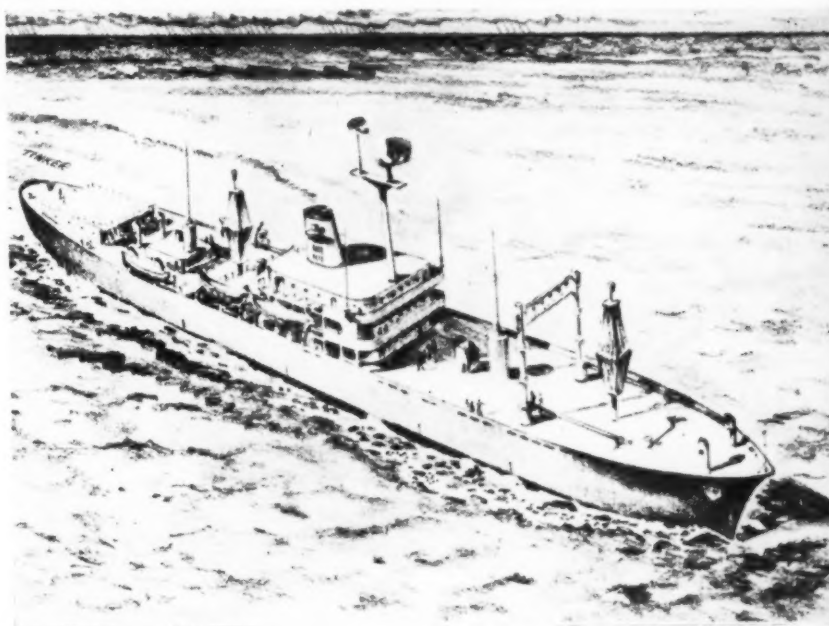
OLD TO NEW—Liberty conversions will include Missile Range Instrument Ship and (below) Technical Research Ship.

these DDs and improvements will be made to the combat information centers for ASW and air defense coordination and control. The two forward 5-inch/38 twin-dual purpose guns will be retained.

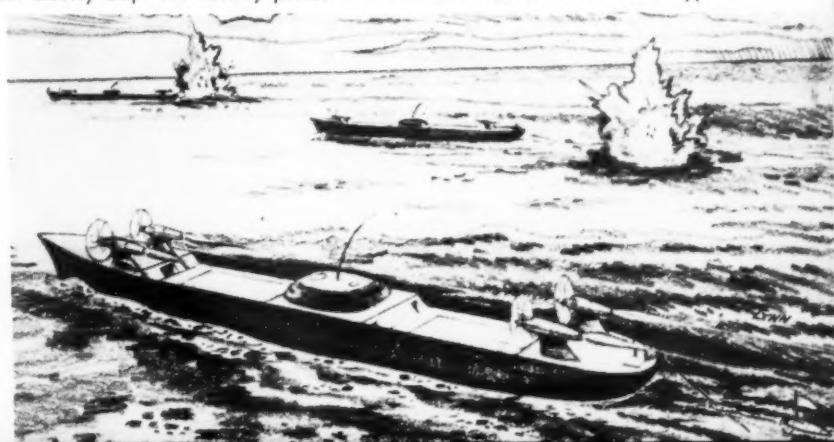
• **One Missile Range Instrumentation Ship**—This AG conversion of a victory ship will support the various missile and satellite agencies using the Pacific Missile Range. It will perform area surveillance and clearance; control of frequency interference; collection, recording and transfer of terminal data; coordination of operations and system checkout; command and control of space vehicles, and recovery of missiles.

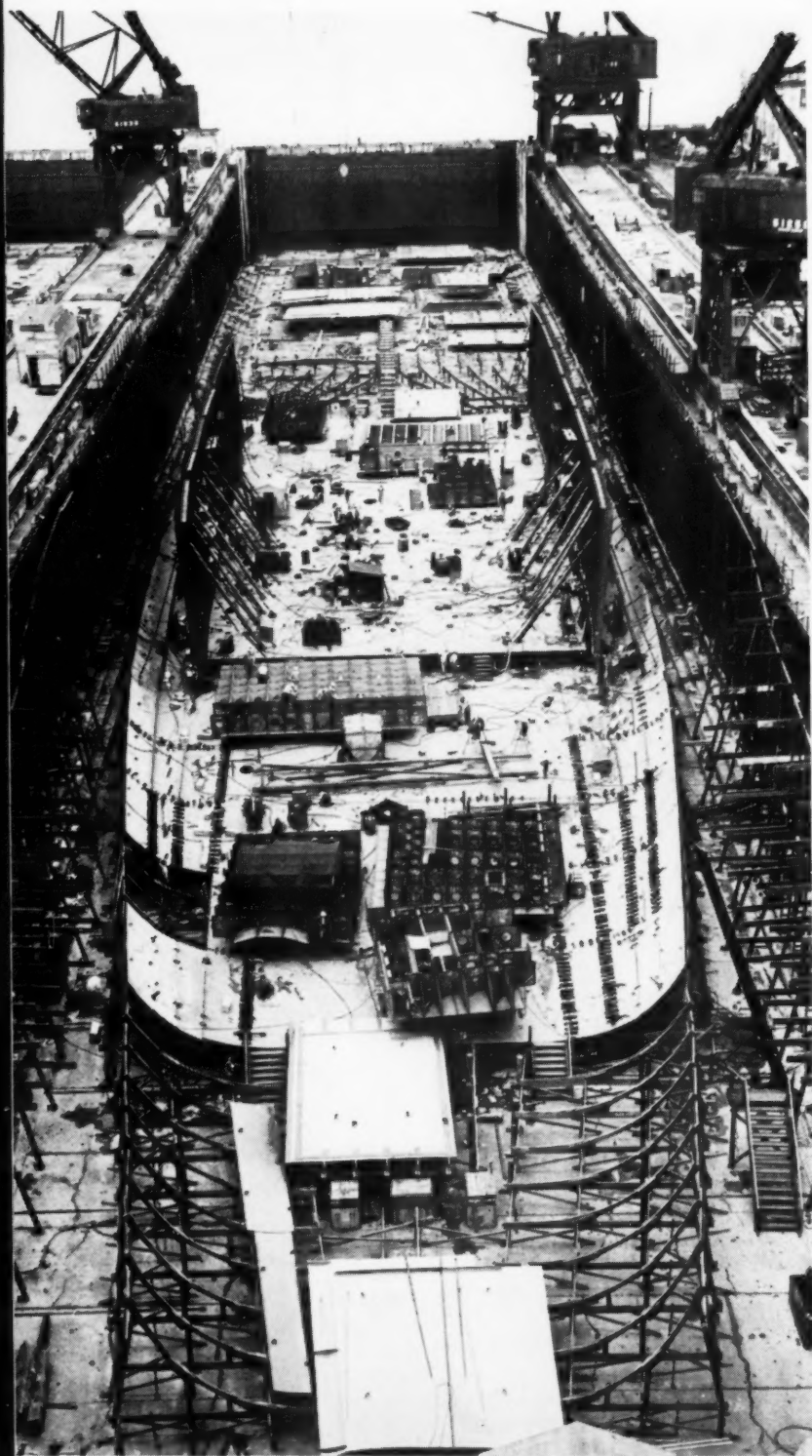
• **One Minesweeper, Special**—This will entail conversion of a Liberty ship and fitting her with diesel engines (right-angle drive) for propulsion. The minesweeper will destroy pressure-type and other influence-type mines.

—H. George Baker, JOC, USN.



NEW TYPE minesweeper converted from Liberty ship will destroy pressure and other mines of the influence type.





BIG ONE—USS *Enterprise*, due to be CVA(N) 65, as she was two years ago. Top: An artist's conception of the way she'll look when finished.



Report on

EARLY THIS SUMMER what has been called "the most exciting ship on the future horizon of the Navy" will be launched. She's the gigantic, nuclear-powered attack aircraft carrier USS *Enterprise* CVA(N) 65.

When *Enterprise* moves out of her drydock at Newport News and moors alongside a wet dock nearby, she'll still be a long way from ready to join the Fleet. Still ahead will be many months of fitting out before the commissioning of the ship which is destined to make the "super" in the present super-carrier designation obsolete.

Her launching, however, will herald the approach of a long-awaited naval milestone—the blending of the striking power embodied in modern jet aircraft and missiles with the well nigh unlimited cruising range and staying power provided by nuclear propulsion.

Enterprise will be big—1100 feet

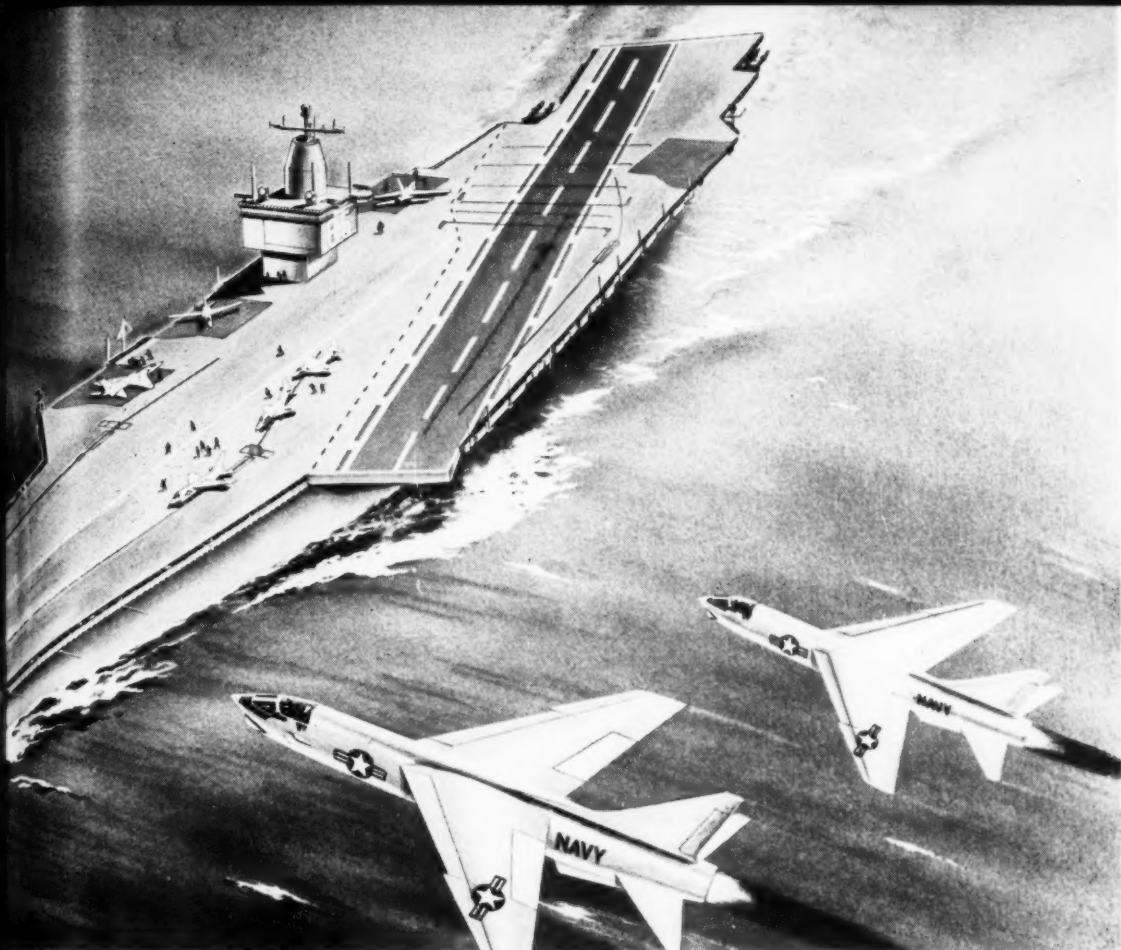
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on the Nuclear Carrier

long, and displacing 85,000 tons when loaded for action—the largest warship ever built. It's not her size, however, impressive as that is, which will make her one of the most revolutionary weapons of war ever forged. After all, her total length and landing strip area won't be so very much different from the *Forrestal* class attack carriers.

The items which will remove *Enterprise* from the ranks of conventional naval vessels, and make her very special indeed, are the eight pressurized water nuclear reactors which will comprise her power plant. These reactors will enable her to cruise many thousands of miles—equal to several non-stop trips around the globe—at sustained speeds of more than 30 knots.

A few of the more tangible assets nuclear propulsion will provide in *Enterprise* include:

- Logistic support requirements

will be sharply reduced; her aviation fuel capacity will be hundreds of thousands of gallons greater than that of conventional carriers, which must utilize vital tank space carrying bunker oil for their engines.

- She will be capable of *sustained* high speed, making her much less vulnerable to submarine attack.

- Since stacks won't be needed, it will be possible to put better and more extensive electronic installations aboard her. In addition, it will be possible to close the ship completely when under attack, thus reducing danger of atomic radiation to the crew.

- Elimination of stack gases will greatly decrease air turbulence in the landing approach area. Such gases have created problems aboard conventional carriers when operating high-performance aircraft, and when the aircraft carrier is making its own wind over the flight deck.

- Strategic and tactical flexibility will be vastly improved through her greater endurance and speed, and through her freedom from dependence upon frequent resupply.

- Flexibility in acceleration and deceleration inherent in the nuclear power plant will provide an equal flexibility in ship-handling and maneuvering.

Indications are that *Enterprise* will need the more powerful catapults, stronger arresting gear, strengthened decks, and can use every bit of her 700-plus feet of landing area to handle the newer, high-performance jets now operational, and those which will be developed in the future.

She'll be the mobile floating base for aircraft which will fly at more than twice the speed of sound, will measure their range in the several hundreds of miles, will contain the very latest in all-weather navigation,



THIRD ENTERPRISE, left, saw plenty of action in early 1800s. Fifth, right, was on hand when century ended.

communication and fire control equipment, will be armed with both air-to-ground and air-to-air missiles, and will be able to choose between delivery of either conventional or nuclear-tipped weapons.

Add the facts we've already mentioned—that *Enterprise* will be able to move those aircraft to any distant trouble spot in the world at high speed, and keep them operating for much longer stretches without having to retire for replenishing and refueling, and you get some idea of the firepower she'll possess—more, it is estimated, than that delivered by our entire Pacific Fleet during World War II.

Enterprise's keel was laid in February 1958. She's scheduled to be commissioned late in 1961, but won't begin operating with the Fleet until early 1962.

She'll be the eighth Navy ship to bear that illustrious name. The history of her forebears helps trace the evolution of the Navy from the days of sail to the nuclear age.

FIRST OF THE LINE of *Enterprises* was a sloop captured from the

British in 1775. She saw action on Lake Champlain in 1776, and was later destroyed by her crew to avert capture.

The second *Enterprise* also saw Revolutionary War action. She was an armed schooner used to convoy transports in Chesapeake Bay.

The third, and one of the more colorful, won the nickname "*Lucky Little Enterprise*." She was a 12-gun schooner, and among her commanding officers were such naval heroes as Stephen Decatur, David Porter and Isaac Hull. During her long career she battled the French, the Barbary pirates, and served with distinction in the War of 1812.

Fourth of the *Enterprises* was a 10-gun schooner which was employed in suppression of the West Africa slave trade, while the fifth, a steam corvette (1877-1909) with auxiliary sail power, served intermittent tours of duty with American-European squadrons, and was then converted to a training ship.

Enterprise number six (1917-1919) began life as a private yacht,

and was appropriated by the Navy during World War I. She served as a patrol vessel, operating off the east coast of the U. S.

The seventh, and by far the most famous of them all, was the "*Big E*," hero of WW II Pacific fighting. CV 6 served as flagship for ADM "Bull" Halsey during most of the war, and saw action in practically every major naval engagement. Planes from her flight deck shot down more than 900 Japanese planes, sank 71 enemy ships, and damaged upwards of 200 more. The Japanese government announced her sinking six different times, but their claims proved to be more optimistic than accurate. She did suffer damage on 15 separate occasions from enemy hits and near misses, but never was put out of action during nearly four years of battle. Within the Fleet she was also affectionately known as the "*Galloping Ghost of the Oahu Coast*."

With the equipment she's getting, CVA (N) 65 is bound to become a worthy successor.

—Jerry McConnell, JO1, USN.

WORLD WAR II *Enterprise* was CV 6. "Big E's" planes shot down more than 900 enemy aircraft and sank 71 ships.



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FLEET-BOUND pilots and maintenance men get the latest word. Below: Pilot heads for ready room after flight.

Navy Attack Squadron

SCHOOL IS NEVER OUT in Naval Aviation. A network of schools and training commands train and re-train pilots and ground crews.

One of these training units is Navy Attack Squadron 126 based at Naval Air Station Miramar, Calif. It trains pilots and maintenance men so that they will operate as a team completely familiar with each other's habits and abilities when they join the Pacific Fleet.

The training schedule consists of some four to five months of flying and ground school for pilots and two months of on-the-job training for

enlisted men. Pilots enter VA 126 as a squadron and graduate as a squadron.

An important segment of the Squadron's training takes place at Marine Corps Auxiliary Air Station Yuma, Arizona. Here, the Navy aviators take full advantage of the station's air-to-ground gunnery ranges and put to good use the theories they have been taught on night-flying and mirror-landing.

The squadron now employs A4D Skyhawks and FJ-4 and FJ-4B Furies in training, although the Navy is phasing out the FJs.



FULL LOAD—FJ-4B Fury taxis out with wings full of rockets and bombs. Rt: Aviation ordnancemen load plane.





BELIEVE IT OR NOT the Navy had two paddlewheel aircraft carriers like USS *Wolverine* (IX 64) during WW II.

Paddle Wheel Flattop

LATE IN 1942, an unusual U. S. Navy ship, *uss Wolverine* (IX 64), steamed along Lake Michigan. Her paddle wheel turned up the water and dark smoke billowed from her four stacks. Overhead U. S. Navy planes circled for a landing.

At that time *Wolverine* was unique. She was the only paddle wheel, steam-driven, coal-burning, aircraft carrier in the Navy (and probably in the world). Besides that, she had no catapult, no hangar deck, no elevators, and—though planes did land and take-off her flight deck—she carried no contingent of planes on board. She was also unarmed.

But despite her lack of the normal carrier-like qualities as we know them today, *Wolverine* was of considerable value during World War II. She trained Navy pilots.

Wolverine was originally ss. *Seeandbee*, a luxury coal-burning steamer built in 1912.

The idea of converting this old steamer into an aircraft carrier was born early in World War II. The U. S. Navy needed every carrier it

had to fight the war. Few were available to train pilots.

And just having the aircraft carriers available for training wasn't the entire answer. During the war years when an aircraft carrier left port, escort ships went along to provide protection. This too took ships out of battle.

Seeandbee seemed to be the answer. She was a 30-year-old steamer, similar to an old Mississippi River boat. She had always been used on the Great Lakes as a luxury cruise ship and her hull and machinery were in good condition. Besides that, *Seeandbee* was available and was large enough to be an aircraft carrier. She was reported to be the fastest steamer in the Lakes. In those days, she could paddle-up a good 16 knots or more.

On 12 Mar 1942 the U. S. Navy purchased *Seeandbee* for \$756,500. Conversion was another problem. There wasn't a shipyard in the Lakes large enough to drydock the 484-foot long ship. Since no work was to be done below the waterline, it was worked on afloat.

On 10 May 1942, 125 workmen went aboard *Seeandbee* at Buffalo, N. Y., to begin work on the \$1,935,343-conversion job. First part of the change was to strip the luxury ship of her cocktail tables, bar stools, dining tables, davenport, twin beds, and other luxury-ship equipment. Next her superstructure, top decks and mahogany were removed, and her huge smoke stacks were moved to the starboard side where they later extended skyward through the island.

Before the conversion started, LCDR Edward A. Eisele, usn, supervisor of shipbuilding, had this to say about *Seeandbee's* conversion: "Flight deck conditions can be duplicated on *Seeandbee*, which will be the only training ship of its kind in the country. The vessel is larger than some aircraft carriers, smaller than others—just about average size. With a ship of this size," he continued, "the pilots will be trained to land their planes on a handkerchief."

About three months later, *Seeandbee* was new from her main

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deck up. Her flight deck of three-inch Douglas Fir over steel had been added above the main deck. During the conversion, the new *Wolverine* was described in a Chicago newspaper as looking like "an outsize, oblong, pancake."

During the peak of the conversion, over 1200 men were working around the clock to finish the ship. It was finished about 45 days ahead of schedule after applying 45 miles of welding, and tightening down 57,000 bolts.

At 1330 on 12 Aug 1942, just three months and two days after work began, *uss Wolverine* (IX 64) was commissioned and became the U. S. Navy's only paddle-wheel aircraft carrier and the first aircraft carrier in the Great Lakes. At the Buffalo, N. Y., ceremony, CDR G. R. Fairlamb, usn, was made her first commanding officer, and CDR R. L. Bowman, usn, took over shortly after.

From Buffalo, Captain Bowman took his ship to Chicago, Ill., where the commissioning ceremony was repeated to coincide with a special drive in the Chicago area to recruit naval aviators. The repeat performance took place at Chicago on 22 Aug 1942.

When the flash bulbs stopped popping, and reporters and guests had all gone ashore, the ship went to work.

She was assigned to the Naval Air Operational Command. Most of the student pilots who used the ship for operational flight training were from Glenview, Ill. During World War II, Glenview was one of several training stations for naval aviators.

At first, the black smoke from the coal-burning ship hampered flight operations, but as the crew gained more experience in the operation of the power plant, this was corrected and ceased to cause pilots trouble.

Throughout World War II *Wolverine* sailed over the Great Lakes



ON AGAIN, OFF AGAIN—During WW II *USS Wolverine* and *USS Sable* trained Navy pilots in techniques of landing on and taking off of carriers.

(primarily in Lake Michigan) providing a floating airstrip for student naval aviators. The men would land aboard, and then as quickly as possible get into takeoff position and leave the ship to make room for the next plane. This was necessary since the flattop had few of the normal carrier-like qualities.

Although *Wolverine* was the first U. S. Navy paddle-wheel aircraft carrier on the Great Lakes, she was not the only one.

On 8 May 1943, *ss Greater Buffalo*, also a coal-burning, paddle wheeler, was commissioned *uss Sable* (IX 81). She was slightly larger, faster and more expensive than *Wolverine*. *Sable* was acquired on 7 Aug 1942 for about \$1,000,000 and was converted to an aircraft carrier at a cost of \$2,898,026.

Both ships were used throughout World War II on the Great Lakes.

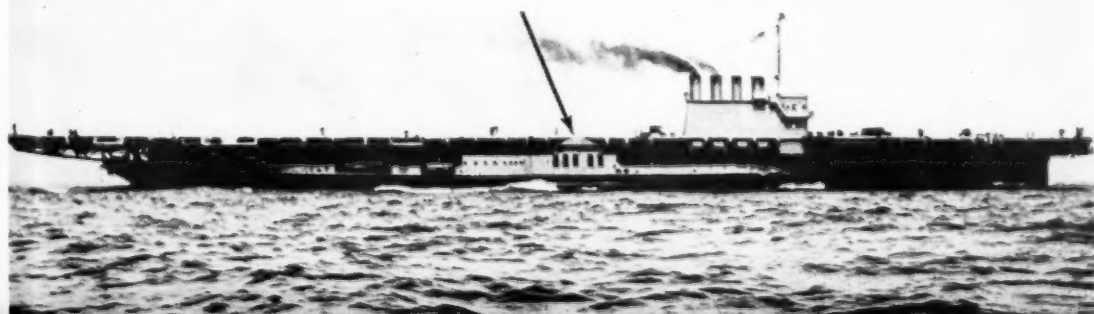
At the end of World War II both *Wolverine* and *Sable* were tired. After all, *Wolverine* was 33 years old and *Sable* was 22. Not that they were not doing their job, but the old grey ships were just not what they used to be.

On 7 Nov 1945 *Wolverine* and *Sable* were decommissioned and later sold for scrap. *Wolverine* went to a company in Milwaukee for \$46,000. She was later melted down as scrap.

uss Wolverine (IX 64), unique in her time, was not the first steam-driven U. S. Navy ship by that name to roam the Great Lakes. The other *Wolverine* (built in 1841) was credited as being the U. S. Navy's first iron warship. She was originally named *uss Michigan* and was designed as a gunboat. She served as a training ship in WW I.

—Erwin A. Sharp, JO1, usn.

BIG WHEEL—Arrow points to paddle wheel on side of coal-burning aircraft carrier as it cruises Lake Michigan.





Plane (above) circles
USS Saratoga (CV 3)

They Made History—

From Langley to Enterprise

"A recent discussion we had aboard our ship," writes E. A. Weller, JO3, USN, "concerned aircraft carriers of the Navy since USS Langley. We noticed that the numbers on the ships on the current roster do not follow a consecutive order, and we began to wonder what happened, for example, to the numbered ships from 22 to 30, and from 44 to 58. Were these numbers planned and later discarded?"

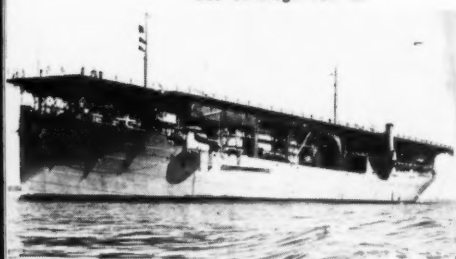
The question was a good one, and after we looked up the above hull numbers, we began to wonder too. So, as we do so often, we asked the Ships' Histories Branch of the Office of the Chief of Naval Operations to help us out. They provided us with a complete rundown on aircraft carriers from Langley (CV 1) to Enterprise, CVA(N) 65, which is

still under construction (see page 6).

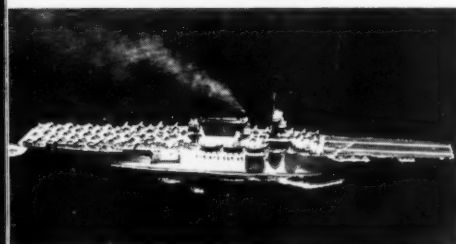
Here's the list of carriers, from the first flattop to the latest nuclear ship, and where they are now.

- **USS Langley (CV 1)**—This ship was commissioned on 7 Apr 1913, but not as an aircraft carrier. It was commissioned *Jupiter*, Fleet collier number three. The designation was changed to CV on 11 Jul 1919, and the ship was commissioned *Langley* (CV 1) on 20 Mar 1922. In 1937, she was converted to the seaplane tender AV 3. On 27 Feb 1942, *Langley* was sunk by Japanese aircraft south of Java.

- **USS Lexington (CV 2)**—Originally this ship was under construction as *Constitution*. On 10 Dec 1917, she was renamed *Lexington* and on 1 Jul 1922 was designated CV 2. She was commissioned on 14 Dec 1927. After sustaining severe damage at the battle of the Coral Sea in May 1942, *Lexington* was sunk by our own destroyers.

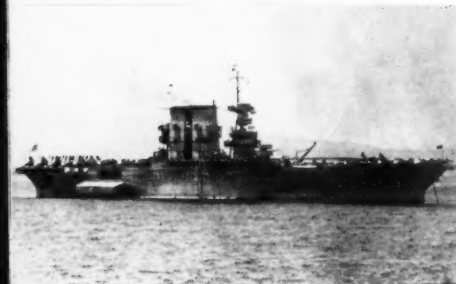


USS Langley (CV 1)



USS Lexington (CV 2)

Below: USS Saratoga (CV 3)



USS Ranger (CV 4)



- **USS Saratoga (CV 3)**—Built as a battle cruiser, *Saratoga* was designated as a CV on 1 Jul 1922, and commissioned on 16 Nov 1927. She was sunk in the atomic bomb test in July 1946.

- **USS Ranger (CV 4)**—The first U. S. vessel designed and constructed as an aircraft carrier, she was commissioned on 4 Jun 1934, and sold in January 1947.

- **USS Yorktown (CV 5)**—Commissioned on 30 Sep 1937, she was lost in enemy action after the battle of Midway on 7 Jun 1942.

- **USS Enterprise (CV 6)**—She served as a CV from her commissioning on 12 May 1938 until 1952 when her designation was changed to CVA. In 1953 she was made a CVS. She was decommissioned in 1948, and has been sold for scrap.

USS Enterprise (CVS 6)



• **USS Wasp (CV 7)**—Commissioned on 25 Apr 1940, this ship was sunk on 15 Sep 1942 by U. S. ships after sustaining severe damage near Espiritu Santo, New Hebrides.

• **USS Hornet (CV 8)**—One week after her first birthday this ship was sunk at the battle of Santa Cruz Islands. She was commissioned on 20 Oct 1941, and sunk on 27 Oct 1942.

• **USS Essex (CV 9)**—*Essex* was the first aircraft carrier commissioned after the United States entered World War II. She was commissioned on 31 Dec 1942. In October 1952, she was redesignated a CVA, and is currently assigned to the Atlantic Fleet.

• **USS Yorktown (CV 10)**—This ship was originally under construction as the *Bon Homme Richard*, but her name was changed to *Yorktown* on 26 Sep 1942. She was commissioned as CV 10 on 15 Apr 1943, made a CVA in October 1952, and

Enterprise

later a CVS. She is still active in the Pacific Fleet.

• **USS Intrepid (CV 11)**—She was commissioned on 16 Aug 1943, and her designation changed to CVA in October 1952. She is now assigned to the Atlantic Fleet.

• **USS Hornet (CV 12)**—*Hornet* was commissioned on 29 Nov 1943. In October 1952 she was redesignated as a CVA. Now a CVS, she is assigned to the Pacific Fleet.

• **USS Franklin (CV 13)**—This ship was commissioned on 31 Jan 1944. In October 1952 she was redesignated as a CVA and in August 1953 a CVS. Now in the Reserve Fleet at New York, she has been redesignated as AVT (Aviation Ship, Transport) 8.

• **USS Ticonderoga (CV 14)**—Originally under construction as



THREE TO SIXTY—Super-carrier *USS Saratoga (CVA 60)* has come a long way since days when a battle cruiser under construction was converted to CV 3.

Hancock, she was named *Ticonderoga* on 1 May 1943. She was commissioned on 8 May 1944, and her designator was changed to CVA in October 1952. She is assigned to the Pacific Fleet.

• **USS Randolph (CV 15)**—This Atlantic Fleet ship was commissioned on 9 Oct 1944. She was redesignated as a CVA in October 1952, and is still in active service in the Atlantic Fleet.

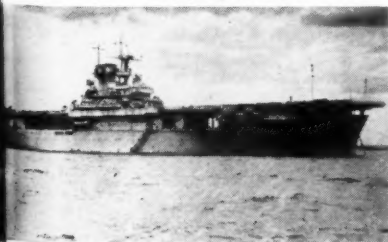
• **USS Lexington (CV 16)**—Originally under construction as *Cabot*, the ship was renamed *Lexington* on 16 Jun 1942, and commissioned on

17 Feb 1943. She was redesignated a CVA in October 1952 after she was transferred to the Reserve Fleet in 1947. She was recommissioned on 15 Aug 1955 and is now in the Pacific Fleet.

• **USS Bunker Hill (CV 17)**—Commissioned on 25 May 1943, *Bunker Hill* served until January 1947 when she was placed in the Reserve Fleet at Bremerton, Wash. In October 1952 she was redesignated a CVA, later a CVS, and most recently as AVT 9.

• **USS Wasp (CV 18)**—Originally named *Oriskany*, *Wasp* was com-

USS Wasp (CV 7)

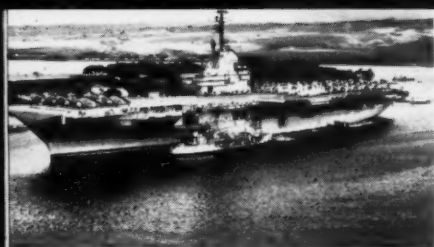


USS Hornet (CV 8)



USS Essex (CVA 9)





USS Yorktown (CVS 10)



USS Lexington (CVA 16)



USS Intrepid (CVA 11)



USS Bunker Hill (CV 17)



USS Hornet (CVS 12)



USS Wasp (CVS 18)



USS Hancock (CVA 19)



USS Bennington (CVA 20)

Below: USS Boxer (CV 21)



USS Ticonderoga (CVA 14)

Below: USS Randolph (CVA 15)



missioned on 24 Nov 1943. This Atlantic Fleet carrier was redesignated CVA in October 1952, and later became a CVS.

• **USS Hancock (CV 19)**—This ship was originally named *Ticonderoga*, but on 1 May 1943, was renamed *Hancock*. She was commissioned on 15 Apr 1944 and was designated a CVA in October 1952. The ship is now active in the Pacific Fleet.

• **USS Bennington (CV 20)**—Commissioned on 6 Aug 1944, *Bennington* was redesignated a CVA in October 1952. She was inactivated in 1954, but is now active in the Pacific Fleet.

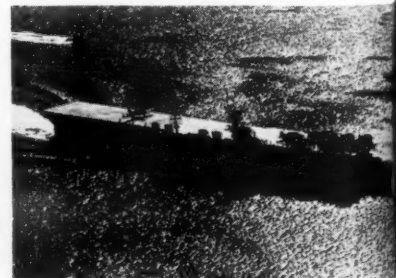
• **USS Boxer (CV 21)**—This ship was first commissioned on 16 Apr 1945, redesignated a CVA in October 1952, and again redesignated as an LPH in January 1959. *Boxer* is now serving in the Atlantic Fleet Amphibious Force.

• **USS Independence (CV 22)**—She was originally under construction as the cruiser *Amsterdam*, and her name and designation were changed in early 1942 to *Independence* (CV 22). On 15 July 1943 it was changed to CVL. Battered by atomic bombs during Operation Crossroads, the ship was destroyed on 27 Jan 1951.

• **USS Princeton (CV 23)**—CL 61 was the original designation of this ship. In 1942 her original name of *Tallahassee* was changed, along with her designation, to *Princeton* (CV 23). She was commissioned 25 Feb 1943. On 15 Jul 1943 she was redesignated CVL and on 24 Oct 1944, she was lost during enemy action at the Battle for Leyte Gulf. After sustaining heavy damage the ship was sunk by U. S. forces.

• **USS Belleau Wood (CV 24)**—This ship was changed from CL 76 to CV 24 on 16 Feb 1942, and from *New Haven* to *Belleau Wood* on 31 Mar 1942. Commissioned 31 Mar 1943, she was redesignated CVL on

USS Belleau Wood (CVL 24)



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15 Jul 1943. In 1953 this ship was transferred to France on a loan basis under the Mutual Defense Assistance Program (now MAP).

- **USS Cowpens (CV 25)**—Originally under construction as *Huntington* (CL 77), she became *Cowpens* (CV 25) in March 1942. On 15 Jul 1943 she was redesignated CVL 25, and in January 1947 was placed in the Reserve Fleet at San Francisco. She was redesignated AVT 1 on 7 May 1959.

- **USS Monterey (CV 26)**—This ship was originally *Dayton* (CL 78). In March 1942 she became *Monterey* (CV 26), and later, in July 1943, CVL 26. Commissioned on 17 Jun 1943, *Monterey* is now in the Atlantic Reserve Fleet. In May this year she was redesignated as AVT 2.

- **USS Langley (CVL 27)**—This ship underwent many changes. She was originally *Fargo* (CL 85), then *Crown Point* (CV 27), and then *Langley* (CVL 27) on 15 Jul 1943. She was commissioned 31 Aug 1943. In January 1951 she was transferred to France under the Mutual Defense Assistance Program.

- **USS Cabot (CVL 28)**—Originally *Wilmington* (CL 79), this ship became *Cabot* (CV 28) in June 1942. In July 1943 her designation was changed to CVL and she was commissioned on 24 July. She is now in the Reserve Fleet at Philadelphia. In May 1959 she was redesignated as AVT 3.

- **USS Bataan (CVL 29)**—*Buffalo* (CL 99) was the original name and designation of this ship. Her designation was changed to CV in June 1942 and her name to *Bataan* in June 1943. In July she was redesignated CVL and finally commissioned on 17 Nov 1943. She went into the Reserve Fleet at San Francisco and finally was scrapped.

- **USS San Jacinto (CVL 30)**—This ship was changed from CL 100 to CV 30 on 2 Jun 1942, and from



JUST MAKES IT—Latest of the Forrestal class carriers, *USS Independence* (CVA 62) slips under the Brooklyn Bridge by dropping its hinged mast.

Newark to Reprisal on 23 Jun 1942. On 6 Jan 1943 her name was changed to *San Jacinto*. Later that same year her designation was changed to CVL. She was commissioned on 15 Dec 1943 and is now in the Reserve Fleet at San Francisco. AVT 5 is her latest designation.

- **USS Bon Homme Richard (CV 31)**—Commissioned on 26 Nov 1944, the ship was redesignated CVA in October 1952. She went into the Reserve Fleet on the West Coast in 1953, but was later given an angled deck and taken out of retirement. She is now active in the Pacific Fleet.

- **USS Leyte (CV 32)**—*Crown Point* was the original name of this ship. It was changed, however, to *Leyte* on 8 May 1945. She was redesignated CVA in October 1952 and CVS in August 1953. Commis-

sioned on 11 Apr 1946, the ship is now in the Reserve Fleet at New York City. She is AVT 10.

- **USS Kearsarge (CV 33)**—This ship was commissioned on 2 Mar 1946, and her designation was changed to CVA in 1952. She is now in the Pacific Fleet.

- **USS Oriskany (CV 34)**—She was commissioned on 25 Sep 1950 and in October 1952 was redesignated CVA. She is active in the Pacific Fleet.

- **CV 35**—Cancelled 12 Aug 1945.

- **USS Antietam (CV 36)**—Commissioned on 28 Jan 1945, *Antietam* was designated a CVA in October 1952 and a CVS in August 1953. She is active in the Atlantic Fleet, and is currently assigned carrier qualification duties for student naval aviators from Pensacola, Fla., and Corpus Christi, Tex.

USS Cowpens (CVL 25)

USS Langley (CVL 27)

USS Monterey (CVL 26)



• **USS Princeton** (CV 37)—Originally named *Valley Forge*, the name was changed to *Princeton* on 20 Nov 1944. She was commissioned on 18 Nov 1945. In 1952 she was changed to CVA, in 1953 to CVS, and most recently to LPH 5. She is active in the Pacific Fleet Amphibious Force.

• **USS Shangri La** (CV 38)—This ship was commissioned on 15 Sep 1944 and in October 1952 was changed to CVA. She entered the Reserve Fleet in 1955, but is now back on duty with Pacific Fleet.

• **USS Lake Champlain** (CV 39)—Redesignated CVA in October 1952, this ship is now active in the Atlantic Fleet as a CVS. She was first commissioned on 3 Jun 1945.

• **USS Tarawa** (CV 40)—Commissioned on 8 Dec 1945, she was redesignated CVA in October 1952, and CVS in January 1955. She entered the Reserve Fleet at Boston in 1955, but is now active again in the Atlantic Fleet.

• **USS Midway** (CVB 41)—The first of her class, she was changed from a CV to CVB on 15 Jul 1943, and was commissioned on 12 Sep 1945. In October 1952 her designation was again changed, this time to CVA. She is on active duty in the Pacific Fleet.

• **USS Franklin D. Roosevelt** (CVB 42)—Originally named *Coral Sea*

(CV 42), she was changed to CVB in 1943, commissioned in October 1945, and was redesignated CVA in 1952. She was in the Reserve Fleet for a short time, and was later modernized. This work was completed in 1956. She is now active in the Atlantic Fleet.

• **USS Coral Sea** (CVB 43)—*Coral Sea* was changed from a CV on 15 Jul 1943, and was commissioned on 1 Oct. 1947. In 1952 she was redesignated CVA. In 1957, she underwent conversion at Puget Sound and was recently recommissioned (see ALL HANDS March 1960, P. 59). She is the last of the *Midway* class.

• **CV 44**—Construction cancelled on 11 Jan 1943.

• **USS Valley Forge** (CV 45)—This ship was commissioned on 3 Nov 1946, and her designation was changed to CVA in October 1952, and to CVS in November 1953. She is now active in the Atlantic Fleet.

• **CV 46**—Construction cancelled on 12 Aug 1945.

• **USS Philippine Sea** (CV 47)—Originally named *Wright*, she was renamed *Philippine Sea* on 12 Feb 1945. This ship was redesignated CVA in October 1952, and later redesignated CVS. She is now in the Pacific Reserve Fleet as AVT 11.

• **USS Saipan** (CVL 48)—Commissioned on 14 Jul 1946, this ship is now in Reserve Fleet as AVT 6.

• **USS Wright** (CVL 49)—This ship was commissioned on 9 Feb 1947 and is now in the Pacific Reserve Fleet as AVT 7.

• **CV 50** through **CV 57**—Construction cancelled on 27 Mar 1945.

• **United States** (CVA 58)—Construction cancelled on 23 Apr 1949.

• **USS Forrestal** (CVA 59)—The first of her class, she was commissioned 1 Oct 1955, and is now active in the Atlantic Fleet.

• **USS Saratoga** (CVA 60)—This Pacific Fleet ship was commissioned on 14 Apr 1956.

• **USS Ranger** (CVA 61)—*Ranger* was commissioned on 10 Aug 1957. She is active in the Pacific Fleet.

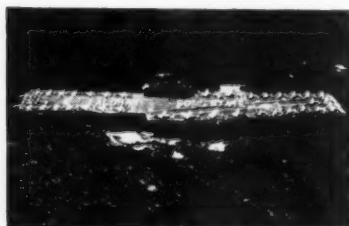
• **USS Independence** (CVA 62)—Launched in June 1958, she was commissioned on 1 Jan 1959. She is active in the Atlantic Fleet.

• **Kitty Hawk** (CVA 63)—She is scheduled to be commissioned in November 1960.

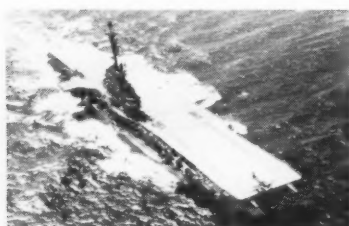
• **Constellation** (CVA 64)—This ship is due to be launched in October 1960.

• **Enterprise**, CVA(N) 65—This first nuclear-powered aircraft carrier is scheduled to be launched in July 1960.

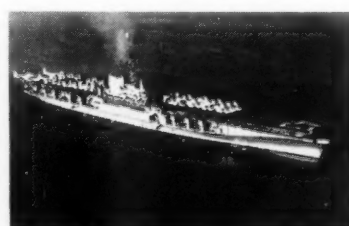
That's the story on aircraft carriers. Besides answering your question, it may help you on your advancement examinations. They have been known to contain historical questions.



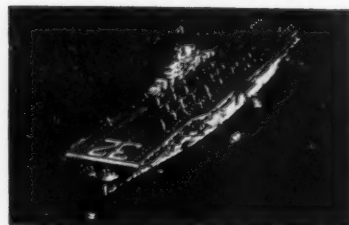
USS Bon Homme Richard (CVA 31)



USS Shangri La (CVA 38)



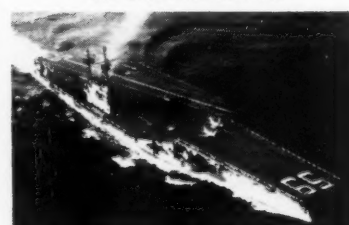
USS Coral Sea (CVA 43)



USS Leyte (CVS 32)



USS Midway (CVA 41)



USS Forrestal (CVA 59)



Below: USS Kearsarge (CVS 33)



Below: USS Franklin D. Roosevelt (CVA 42)



Below: USS Ranger (CVA 61)



Frontiersmen Shoot the Rapids

WHEN DESTROYER TENDER USS *Frontier* (AD 25) dropped anchor in Subic Bay to begin a tour of duty in the Philippines, her captain decided it was a good time to learn more about that interesting country.

Five-day tour parties consisting of about 70 of *Frontier's* crew were organized.

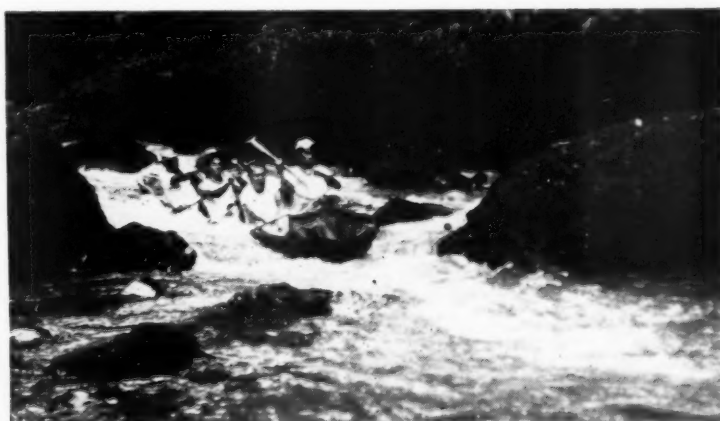
After a trip by light cargo ship to Sangley Point, Manila, the liberty parties visited the interesting and historic sights of the city. The sight-seeing Navymen branched out on excursions through the countryside. They visited the island of Corregidor, viewing its network of tunnels and old guns and tanks. One of the most exciting parts of the Philippine excursion was a trip to the beautiful Pagsanjan Falls. The *Frontier* crew members made a rapid-shooting

cruise in "bancas" up river and back through thick jungles. It took real river "seamanship".

In addition, *Frontier* men took an extended tour of Manila. They visited the "Walled City;" the church of St. Augustine; Escolta; the University of St. Thomas and Malacanau Palace.

Top left: Crew member of USS *Frontier* (AD 25) takes a look at a 1910, 12-inch mortar during visit to old fort on Corregidor. *Top Right:* Navymen head up river in a native banca to view Pagsanjan Falls. *Right:* *Frontier* sailor snaps photo of University of Santo Thomas. *Right:* Native cattle add local color during rural tour.

Lower right: Navymen have exciting times shooting the rapids on return trip. *Lower left:* Village women at local laundry.





ICE FIGHTER—USS Glacier (AGB 4) teamed with USS Burton Island (AGB 1) to discover new wonders in Antarctica.

Down in the Antarctic

In the early months of 1960, news began to seep out of the frozen wastes of Antarctica concerning scientific explorations and new discoveries of sizeable proportions, and promise of more to come. Two U. S. Navy icebreakers, USS Glacier (AGB 4), and Burton Island (AGB 1), in an 80-plus-mile dash through the ice, had succeeded in making the deepest penetration south in the Bellinghausen Sea ever made by a ship—71.53 degrees south latitude and 95.44.2 degrees west longitude—and landed a small party on Thurston Peninsula. It was the first time in recorded history that man had ever set foot on this previously unknown stretch of antarctic terrain. Here is an account of that historic voyage.

Glacier and Burton Island departed Wellington, N.Z., early in February for the Bellinghausen-Amundsen Seas area. Their plan was to put a party of scientists ashore on or near the Thurston Peninsula in Marie Byrd Land.

They would buck heavy pack ice

that no ship, up to the present, had been able to penetrate, although several have tried.

It was here Captain James Cook, in 1775, logged a "strong appearance of land" years before anyone knew there was a continent beyond. Here, too, Admiral Thaddeus Bellinghausen, leader of an 1819-20 Russian expedition, was thwarted in his attempt to sight land, though he charted a vast sea of unbroken ice. Here Belgium's Belgica expedition was beset in pack ice in February 1898, drifting helplessly for a year before release.

There had been other explorations, representing several nations. In 1930 Sir Hubert Wilkins made four flights in the area, and dropped the British flag where he saw a faint outline of ice floes, which appeared to be fractured by land beneath.

Admiral Richard Byrd, USN, was next to fly over the area some 10 years later. He took off from USS Bear, (AG 29) flagship of the U. S. Antarctic Service, and reported

sighting what appeared to be a large peninsula.

In 1948, during U. S. Operation Highjump, vertical air photographs were made which aided topographers in putting together a hazy outline of the coast. It is generally agreed, however, that those estimates may have been in error by as much as 100 miles.

The current expedition hoped to place a competent topographic engineer ashore at one or more points which could be definitely located on available air photos. With a theodolite (a small surveying telescope so mounted that it will rotate in both a horizontal and vertical plane) and a chronometer, Warren Borgeson, U. S. geological survey topographic engineer, expected to be able to locate his position on the earth's surface to within 2000 feet of his exact latitude and longitude.

AS THE EXPEDITION reached Eight Coast, east of Thurston Peninsula, its members were able to study an area never before seen by man from land, sea or air.

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These questions faced the party: Was there really continental land south of the Bellinghausen Sea, or did the ice cap merely extend out over large islands? Did the deep trough extending toward Bellinghausen from Ross Sea, previously discovered by trail parties from Byrd and Little America Stations, continue through Eights Coast?

That seemed likely, for rock surface well below sea level had been found as far north as Latitude 77 degrees south, and no known obstacles were in the way. In other words, all available evidence indicated the division of Marie Byrd Land into two land areas, separated by what would be an area of open water if the ice was removed.

Aboard *Glacier* to study whatever land or continental ice was found were geologists Harold Hubbard and Campbell Craddock.

The expedition's senior scientist was Dr. Robert C. Murphy, an ornithologist and expert on oceanic birds of South America. Responsible for the biological program, he conducted a seal count en route, and captured, banded and released several different types of birds. Assisting him was LT John Savage, usn, who also serves as *Glacier's* dental officer.

Robert Starr of the Navy Hydrographic Office, and LCDR Joseph Morgan, usn, chief staff officer for the task force, shared the work connected with an extensive oceanographic program being conducted throughout the new area.

National Science Foundation representative, aboard to coordinate scientific activities of the expedition, was Philip Smith. Three years earlier he had helped blaze the way by tractor train 600 miles across Marie Byrd Land from Little America to establish Byrd Station.

The ships expected to encounter icebergs at about 59 degrees south, and to meet the ice pack somewhere

between the 69th and 70th parallel. The ice was not expected to be too much for the combined efforts of the two icebreakers, but in case it did prove to be more stubborn than anticipated, both ships carried extra food and supplies aboard.

THEY ENTERED the ice at a point where the direction of ice movement is northwesterly, so that even if the Antarctic winter closed down early and suddenly, ocean currents would gradually force the ships to-

SNOW BALL—Navy icebreaker men take time out from their Deep Freeze tasks for some fun in the Antarctic snow.



NAVY ICEBREAKERS carried team of scientists through the frozen wastes.





GLACIER PORTRAIT—Sketches shown here were drawn by official artist of TF 43, Arthur Beaumont. Rt: Byrd Station.

ward the northerly edge of the pack, and out into the open sea.

Glacier entered the Amundsen Sea pack ice at 129 degrees 50 minutes west, 69 degrees 47 minutes south, and proceeded to a rendezvous with *Burton Island* southwest of Peter I Island.

Burton Island, two days ahead of *Glacier*, reported easy ice conditions with small to medium floes five to 15 feet thick. The two ships rendezvoused at a point some 80 miles north and west of Thurston Peninsula. They then proceeded on a course calculated to bring them to Thurston Peninsula in the vicinity of Cape Flying Fish, pending favorable conditions near the continent.

The two ships made the 80-mile trip through the ice pack in less than 24 hours—a trip which old Antarctic hands had predicted might take as much as 10 days.

The expedition passed inside Captain Cook's track, and, using radar, photography and other navigational aids to delineate the coastline previously seen only imperfectly from the air, steamed east some 440 miles along Eights Coast. Oceanographic stations were established en route to the peninsula, with each ship taking its turn at this time-consuming task.

Helicopters were employed to obtain supporting high oblique photographs, and to land geologists for

glaciological work and spot reconnaissance. There already existed aerial photographic evidence that in this area would be found geologic formations marking a sharp division between east and west Antarctica.

Ornithologist Murphy found only sparse signs of bird and mammal life along *Glacier's* route, although he saw more Antarctic petrels in large flocks than he had ever seen before. (The petrel is a dark-colored, strong-winged type of sea bird which flies long distances from shore, and seems, literally, to walk upon the water.)

SKIPPERS OF BOTH SHIPS proceeded with great caution, delineating

SKETCH IN TIME—This is the AirDevRon Six Headquarters at McMurdo Sound. Rt: Sketch of Flag Headquarters.





OLD AND NEW—Drawings show present-day lab at McMurdo and (right) Scott's hut built in nineteen hundreds.

the coast line and charting unknown waters. Rocky pinnacles were discovered rising sharply upward from the floor of a depressed continental shelf to within a few feet of the surface, and sometimes even slightly above it. Grounded icebergs, carved by wind and waves into fantastic shapes, lay all around.

In a radio message from *Glacier*, Captain Edwin A. McDonald, USN, Commander of Task Unit 43.1.3, as the expeditionary force was known, told Operation Deep Freeze 60 headquarters:

"Many new bays, inlets, ice floes, islands, mountain peaks and other geographic features have been sighted by this expedition—so many

that we might as well forget the maps of this area as drawn at present, and start over from scratch."

Capt. McDonald described the geographic study as "a picture puzzle with the parts gathered together by scientists, engineers and officers aboard." Details will have to be worked out later by others in the comfort of scientific and technical laboratories.

The scientific landing party was put ashore on Thurston Peninsula in the Bellinghausen-Amundsen Sea area. The entire locale from Thurston Peninsula to Eights Coast began bustling with activity. Parties were at work both on board ship and ashore, with helicopters almost con-

stantly in flight. It was perfect Antarctic summer weather, with visibility excellent for miles.

The helicopters flew parallel to the Bellinghausen seacoast, approximately 75 miles east, in order to obtain high oblique aerial photographs from 3000 feet. These will supplement the existing vertical photographs mentioned earlier, and help determine where the best scientific results can be obtained with the least effort.

Distant mountains and wide areas of open water to the east were spotted, as were steep cliffs formed by rock outcrops rising out of the sea, and several deep, unmapped bays, all of them etched in white.

ANTARCTIC TRAFFIC—Scene shows Navy snow cat coming up Burke Avenue at McMurdo Sound Deep Freeze base.





WHIRLY-BIRD IN BYRD LAND—Copters flew over unknown Bellinghausen Sea area to record region for first time.

Their explorations thus far have convinced the expedition's experts that Thurston Peninsula is, in reality, an island or one of a group of islands, and that Peacock Bay ice extends northeast clear through to the Bellinghausen Sea.

Since ice conditions to the east of the ships' position made penetration in that direction appear hopeless, Capt. McDonald decided to confine the next two weeks' major scientific and engineering effort to the Bellinghausen-Amundsen Sea area.

THE EXPLORERS weren't destined to get that two weeks, however. The very next day the open water

began closing rapidly with heavy ice, and the two ships were forced to retreat rapidly westward to avoid being trapped.

Thwarted to the east in the Bellinghausen Sea, Capt. McDonald planned to travel west, then swing southeast again and continue explorations in the Amundsen Sea. Fate took a hand once again, however, to nip that scheme in the bud.

After clearing the western tip of Thurston Peninsula and entering the Amundsen Sea, the ships had progressed but a short distance eastward, sailing between towering, and menacing icebergs in the process, when a bearing on *Glacier's* port

shaft burned out.

The expedition came to a dead halt for nearly three days while the 1200-pound bearing, which encloses a shaft 23 inches in diameter, was replaced.

Then, repaired and once more in operating condition, *Glacier* got word to break off further explorations. She had a more urgent chore to perform.

Seven men, two of them seriously ill, were stranded at an Argentinian scientific station in Marguerite Bay, on the northern tip of Palmer Peninsula, far to the northeast. A 6000-ton Argentine icebreaker, *General San Martin*, in attempting to rescue the party, had itself become trapped in heavy ice.

Glacier, at 8600 tons, is much more powerful than *San Martin*. Her orders: Take on fuel from *Burton Island*, break through to the Argentine ship, extricate her if possible, and use the helicopter to rescue the seven stranded men from the shore station.

As **ALL HANDS** went to press, those rescue operations were still underway.

Burton Island, meanwhile, remained in the Amundsen Sea to conduct further oceanographic work, but according to weather reports, the expedition is at an end for the time being.

Many months of lab work and further evaluation remain before the full extent of the discoveries made can be accurately gauged.

COOL COLORS—Arthur Beaumont, official artist of Task Force 43, paints scene of icebreaker at work breaking ice in bay at Little America Five.



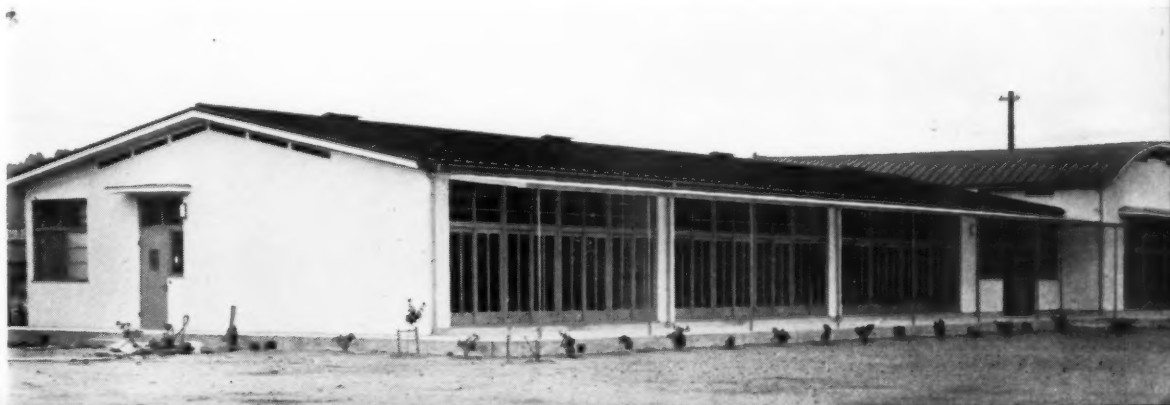


A School for Osaka

IT ALL STARTED with a letter. A letter from the Mother Superior of a convent in Osaka, Japan, to the Commander of the Seventh Fleet (then VADM W. M. Beakley, USN). The letter told of a small school on Awaji Island that had been established for underprivileged children. Facilities were inadequate; there was land for a new school, but no money to build one.

Word was passed through the Fleet of the need of these children and money began pouring in from the 60,000 Navymen serving 125 ship and shore activities in the Seventh Fleet. Work started on the new primary school at the coastal city of Sumoto after the first check for \$6000 was presented by VADM F. N. Kivette, who had taken command of the Seventh Fleet. Contributions from both small and large units afloat and ashore kept coming in until a total of \$25,000 dollars was reached. This built a completely modern school.

Top Left: Japanese girl receives first check of \$6000 from VADM F. N. Kivette. *Top Right:* Fleet band members mingle with children after performance during check presenting ceremony. *Top Center:* New classroom even has place for school bags. *Lower Center:* Two buildings in foreground formed old school. *Below:* Modern \$25,000 Monobe Primary School, was built from individual contributions from Navymen and Marines of the Seventh Fleet.





Weekend Warriors Fly

IN THE AREA of the Pacific Northwest, naval aircraft fly antisubmarine patrols around-the-clock, every day. The primary mission of these patrols is to detect, seek out, identify, and harass or destroy unfriendly submarines. An additional mission is to maintain combat readiness in the Reserve forces.

Originally, regular Navy squadrons at NAS Whidbey Island, Wash., flew these patrols seven days a week. About 16 months ago Naval Air Reservists relieved USN crews of these patrols on Saturdays and Sundays.

Weekend Warrior squadrons VP-891, VP-892, VP-893, and VP-894, from nearby NAS Seattle, now fly the ASW patrols under operational control of COMFAIR Whidbey Island.

The plan has worked out to the liking of COMFAIR Whidbey Island as well as the Naval Air Reservists who find that flying regular patrols in place of training flights has increased their proficiency and morale.



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rsfly on ASW Patrol

The P2V *Neptunes* flown by the VP squadrons cruise at about 200 miles per hour and can range about 2800 miles without refueling. An average patrol flight lasts approximately 10 hours and requires an additional three hours of pre-flight and post-flight operations. Crew members on these flights number about nine.

VS squadrons out of NAS Seattle flying S2F *Trackers* also perform ASW patrols during their drills. They have the same assigned mission as the VP squadrons.

Clockwise from upper left: (1) Reservist J. M. Culpepper, AOC, winds camera. (2) Members of VP-892 return from flight. (3) L. A. Ronning, AN, USNR, checks oxygen system. (4) Reservists are briefed. (5) Weekend Warriors check out flight gear. (6) Plane commander LCDR G. E. Guthrie, USNR, and radarman H. H. Hoag, AMC, USNR, inspect plane. (7) H. E. Lempke, ADRI, USNR, checks fuel. (8) Pilot secures engines. (9) E. Weigent, RM2, USNR, checks radio.



LETTERS TO THE EDITOR

E-9 Assignments

SIR: I was advanced to Master Chief Radioman in December 1959, and my normal tour of shore duty is almost at an end.

I understand that starting 1 Jul 1960, the Bureau of Naval Personnel will assign all E-9 personnel. Is this true?

Also, can I expect to be assigned to a special E-9 billet, or haven't any been established?—E. O. C., RMCN, USN.

• Master Chief Petty Officers are, for the present time, a rather unsettled group of men caught in the middle of a big change.

You're right about the Bureau's assigning Master Chiefs. Here's how your reassignment will be handled:

First, you fill out a Shorey or Seavey card as usual. It will go (or in your case, has gone), via established channels, to the Chief of Naval Personnel. From there you will either be assigned to one of a few E-9 billets already established and controlled by the Bureau, or be made available to a subordinate distributor. (This gives you world-wide opportunities for assignment.)

The subordinate distributor also has a limited number of E-9 billets already established. You will be given one of those if available, or you will be as-

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington 25, D. C.

signed to another job that appears to be most demanding of your particular skills.

As more and more E-9 billets are written, an increasing number of Master Chiefs will be assigned to fill them. Some of these E-9 billets will be former CPO jobs that have been upgraded, while others will be former Warrant Officer billets.—Ed.

WO Retirement

SIR: When a chief warrant officer retires with 20 years and eight months of service, is he credited with 21 years, or is he credited with only 20?

I know the extra eight months would count as a full year for an enlisted man, but what about WOs and LDOs?—D. J. T., CWO2, USN.

• You'd get credit for 21 years. The pay bill which became effective 1 June 1958 changed the formula by which retired pay is computed. However, an officer who has been on continuous active duty since 1 June 1958 can still use the formula whereby retired pay equals two and one-half per cent of the basic pay of the grade in which retired, multiplied by the number of years of service creditable for basic pay.

For multiplier purposes, a part of a year that is six months or more is counted as a full year and a part of a year that is less than six months is disregarded.—Ed.

Changing Retirement Annuity

SIR: I have a couple of questions about the Contingency Option Act. I have already passed my 18th year of service and have selected options three and four.

The other night in the wardroom we were discussing whether or not a man may change his options (say from 3 and 4 to 2 and 4) without completing an additional five years' active duty.

Here are the two things that we were not sure about:

Is the five-year stipulation a requirement only when a person wants to cancel the plan altogether, or is it also a requirement if changes are made?

Does the term "five years" mean five years' active duty or can part of the time be during retirement?—CWO C. R. L., USN.

• You may make any modifications you want in your contingency options or cancel them altogether any time before you retire, BUT, the modifications or cancellation will not be effective if you retire within five years after you make the change.

If you do cancel the contingency option plan after you have completed 18 years' service for pay purposes, you will not be permitted to reinstate its provisions.

BuPers Inst. 1750.1B defines a modification as a change in the percentage of the reduced amount of retired pay under any option, or a change from one option to another. The Instruction goes on to say, however, that a change of dependents within an elected option is not considered a modification of the plan, so long as it is done before retirement.

The five-year stipulation of which you speak must be spent on active duty and it applies to both a modification and cancellation. Once you are retired you may not change your option or cancel the program.—Ed.

Close That Door

SIR: On page 27 of your December 1959 issue you show a photograph of USS Waller (DDE 466) firing a Weapon Alfa.

The hatch on Mount One (51), just forward of the rocket launcher, is open. However, we believe it should have been closed and dogged as a safety precaution, even if the mount was not being used when the picture was taken.

In addition, we don't think Weapon Alfa should be fired over the bow of a ship, as is shown in the picture.—G. M. Torka, SKC, and R. J. Kress, Jr., GM3, USN.

• Except that the "hatch" is really a door, you're right—it probably should have been closed while the rocket was being fired.

Your point about the rocket being fired over the bow is not quite so well taken. Weapon Alfa has train limits of 150 degrees to port and starboard of zero degrees relative. So far as the bearing is concerned, when the launcher is within these limits the weapon can be fired—and this would include launching over the bow.—Ed.

Right Flag on the Right Hoist

SIR: On p. 38 of the November issue of ALL HANDS there appears a picture of a flag that shows a barbecue in session. Is this flag authorized? Is it in keeping with what we're taught on signaling?—W.M.T., SM1, USN.

• You have a point. We asked some senior officers about this. They all said that they wouldn't allow such flags to be flown in their ships or divisions. The only exception to this condemnation of off-beat flags was for Davy Jones. His flag, the skull-and-crossbones, they felt, is properly displayed when crossing the Equator. Any other flag or pennant that is displayed should come from an authorized list.

The feeling against home-made flags—or other tampering with communications—is quite wide, we found out. Getting the word around is a serious business, and communications in the Navy is extremely important. A carrier pilot, one senior communicator told us, doesn't play games when he's at his business—and a communicator shouldn't either. We dropped the ball.—Ed.

Name Used in Enlistment

SIR: A good argument has arisen at this activity concerning the name under which a man may enlist in the Navy.

As an example, let's look at the case of one man whose birth certificate shows him to be John Joseph Jones. In his home town he is known as John Peter Jones and that is the name under which he wants to enlist in the Navy.

One yeoman contends that the man can only enlist under the name shown on his birth certificate. A second YN says that he can enlist under the name by which he is known so long as there is not attempt to enter into a fraudulent enlistment.

The second yeoman goes so far as to say he could enlist under the name of Rudolph Valentino, if he so desired, once again so long as there is no attempt to enter into a fraudulent enlistment.

I have looked through the BuPers Manual, Navy Regulations, Recruiting Service Instructions, Manual for Courts Martial 1951 (and Naval Supplement), and appropriate instructions, but nowhere can I find anything that gives a clear answer.—A.D.H., YNC, USN.

• Come to think of it, both parties are correct. However, the man who enlists under the name given on his birth certificate will have a much easier time of it.

If, for any reason, a man chooses to enlist under any other name, all his pre-enlistment papers would be forwarded to the Chief of Naval Personnel. The Recruiting Division would then determine under which name he should enlist. Recruiting Service Instruction 172.1 requires this if any of the enlistee's names or initials are different from that shown on his birth certificate.

The applicant must explain in writing why he changed his name, and one parent or two responsible persons who know the facts in the case and who knew the enlistee before his name change, must also execute a legal affidavit explaining the name difference. Both these explanations must go with the pre-enlistment papers to the Bureau of Naval Personnel.

If, for some reason, an affidavit from a parent or two responsible persons cannot be obtained, the pre-enlistment papers may still go to the Bureau, but the recruiter must fully explain the name difference and why there are no accompanying affidavits.

If the Bureau can find no reason why the man should hide his real identity, and is satisfied that the man is a citizen of the United States and the same person that is described on his birth certificate, it would probably let him enlist under the name by which he is known in his home town. As to whether he would be allowed to enlist as Rudolph Valentino, for example, or Napoleon Bonaparte, it is very unlikely.—Ed.



SOMETHING NEW IN NAVY SPORTS—Bill Fraize, AD2, USN, and his dog team ready for sled races during Carnival Week at NAS Brunswick, Me.

More Info on Schools on Guam

SIR: In a recent issue of ALL HANDS, you devoted four pages to information about Guam. I would like to add some facts about the two high schools here.

First of all, George Washington High School, which has an enrollment of over 1500 pupils, has been accredited by the North Central Association of Secondary Schools and Colleges since 1957.

Another high school, Tumon High School, was completed in August 1959 at a cost of over \$1,800,000 and it, too,

will have an enrollment of 1500. At the present time it is housing over 1100 students in grades seven through 12.

A committee from the North Central Association recently visited this new school and has recommended that it also be accredited.—Lyman Fort, Acting Director of Education, Department of Education, Agaña, Guam.

• Thank you for the added information about the high schools on Guam. Navy families with school-age children will be particularly interested.—Ed.

Ships Named Arizona

SIR: On page 20 of the December 1959 issue of ALL HANDS, you referred to the battleship USS Arizona as BB-14.

I take pride in my knowledge of Navy ships and I believe that there was only one battleship named Arizona and that was BB-39. What's the scoop?

Can you tell me how many other ships in the Navy have also been named for our 48th state?—H.F.Z., RD3, USN.

• You're so right. We goofed. The battleship to which we referred was definitely USS Arizona (BB 39).

The battleship Arizona was the first ship to be named in honor of our 48th state. However, BB-39 was the third U. S. Navy ship to bear that name. The two earlier ships named Arizona were in and out of service quite some time before Arizona officially became a state on 14 Feb 1912.

The first U. S. naval ship to be named Arizona was an iron side-wheel steamer built in 1859 at Wilmington, Del. She was taken over by the Confederates, renamed Caroline, and she served as a blockade runner until

captured by the Union Navy in 1862. After being fitted out at the Philadelphia Navy Yard, she was commissioned as Arizona on 9 Mar 1863.

Arizona then became a unit of the Union Navy's West Gulf Blockading Squadron and took part in numerous battles in that area. From September 1863 to November 1864 she helped blockade the Texas coast. At that time Arizona was fitted out and served as a temporary flagship on the Mississippi River near New Orleans. She was accidentally destroyed by fire on 27 Feb 1865.

The screw cruiser Neshaminy became the Navy's second ship to bear the name Arizona when her name was changed on 15 May 1869. Less than three months later, her name was changed again, this time to Nevada.

The third Arizona (BB 39) was commissioned on 17 Oct 1916. She was transferred from the Atlantic to the Pacific Fleet and was sunk at Pearl Harbor on 7 Dec 1941 where she still remains as a memorial to the 1104 crew members still on board.—Ed.

Here are Some Facts on Seavey to Help Clear up the Scuttlebutt

Sin: Here is one PN who believes Seavey is here to stay. Some of the comments from fellow PNs about Seavey remind me of the contingency option act when it was first published. Instead of admitting ignorance of the measure, they condemned it.

I have worked directly with the past seven segments of Seavey and average 15 or 20 transfers each month. So far I have known of only two men who did not get their first choice of duty. One man received his third choice, while the other one, an AOCA with a short ADBD (Active Duty Base Date) and against recommendations, selected his four choices in the four most popular areas of Florida. In his case, he was assigned "Anywhere in the U.S."

Although I do profess familiarity with the system, I would like answers to a couple things that have been bothering me. Here they are.

- A BMC with an ADBD of January 1944 elects Boston, Mass., as his first choice of duty. Another BMC, who has an ADBD of January 1943, elects Boston as his second choice. When a vacancy occurs in Boston, the job goes to the "boot" chief.

Why should this happen? When a man has more than one choice, some place must be listed first. He would probably rather get his second choice than remain at sea an additional six to 12 months. If ADBD is to establish priority, it should be for all selections, not just the first one.

- A rumor around Norfolk has it that the men who control Seavey in Washington feel that a person who gives as his first choice of duty "Anywhere in the U.S." doesn't know what he wants or really doesn't want shore duty, and should therefore go to the bottom of the list.

This is opposite from the book. On many occasions an interviewee has said to me, "Chief, I'm frantic. Give me anywhere, just so it's on the beach." I advise him to put as his first choice, "Anywhere in the U.S." Recently a shipmate of mine told me that he was told by someone in the Bureau that the system works as the rumor indicates. Now, I'm confused.

As I said before, the system is good. I do, however, think there is room for improvement, particularly in the part that concerns career history. As I understand it, the history provides the assignment officer an opportunity to assign a Navyman to duty which will lead to a well rounded career and to prevent a select few from receiving all the gravy.

That is sound reasoning for Shorevey, but darn near superfluous for Seavey. Most men get one of their choices any-

way. Besides that, all shore duty is considered gravy. I will admit, however, that some of this gravy does have giblets and some has just plain lumps. I suggest the history be dropped entirely from the Seavey Rotation Data Cards.—D. C. S., PNC, USS.

- The good is not always praised. The same for something new. If it's different, it's many times considered bad. Such is the case of Seavey.

We have had any number of letters, both pro and con, about Seavey. For your information and so you can pass the information on here's what happens with Seavey at this end.

In the example you cite of a BMC with an ADBD of January 1944 and another BMC with an ADBD of January 1943, you have indicated that the man with the earlier ADBD should always be assigned first.

If this were done, it would tend to reduce the number of men assigned to the area of their first choice. Besides that, if the most senior man wanted Boston as his first choice, he would have so indicated. If he were sent to Boston and at the same time there was an opening in the area of his first choice, the Bureau would have done him an injustice. The more senior the man, the greater the effort made to place him in the area of his first choice.

Now to your second situation. You were right in your recommendations to the frantics. The "Anywhere in the U.S." was provided for the individual who had no preference, or for the man who wants to get ashore quickly and doesn't care where.

There is absolutely no foundation to the rumor that "Anywhere in the U.S." indicates that a man doesn't know what he wants and should go to the bottom of the list. Quite the contrary. In many instances he will be at the top of the list because his availability is greater.

Every effort is made at this end to assign personnel to the area of their first choice. Since Seavey started, 80 per cent of the men on Seavey have gone to the area of their choices.

There are still many men in the Fleet who do not understand Seavey even after two years. Since you interview many men each month, here's some additional information.

Many Navyman wonder why they are not assigned to their first choice of duty in consideration of completing 20 years' active duty. What they don't realize is that this consideration is limited to those men completing 30 years' active duty—not 20. Besides that, there may not be a billet in the area a man requests.

Seavey is designed to bring men

ashore in an orderly fashion and to place them, as much as possible, in an area of their choice. When a man is eligible for shore duty and doesn't get his orders within a few months, he thinks Seavey is not working and knocks it. What he doesn't consider is a possible reduction in billets ashore after the first estimates of the number of men needed ashore were published. It could even be something he personally has or hasn't done.

Did he personally check his rotation data card with the ship's office? Was the verification list returned by the PAMI verified by the ship's office and the individual? Has he submitted numerous changes to his Seavey card? Is he qualified for the duty he requested? Did his broad preferences coincide with his four choices of duty? Did he limit his four choices to just one area? Does he have sufficient obligated service? (Remember he must have twelve months' obligated service upon date of transfer. Personnel are assigned four months in advance so individuals should always have sixteen months' obligated service to be assigned to shore duty.)

These are some of the things to look for if a man sits on a ship month after month without orders.

A common complaint we hear from men at sea is that many of their shipmates with less active service or with less sea duty time than they, are rotated ashore first. There are many reasons for this.

First of all there are many more billets ashore for certain ratings (clerical ones for example) than there are for others, such as boatswain's mate or gunner's mate. Besides this, sufficient obligated service must also be considered. Unless a man is obligated for at least 16 months, he will be placed on the inactive Seavey and will not be ordered to shore duty.

Another question you might be asked is, "Why have personnel in my rate and rating who have less sea duty than I, been ordered ashore ahead of me?" There's where you must explain that this is a temporary situation. Orders to shore duty are based on active duty base date and not length of current sea tour. After all senior ratings have gone through one Seavey Shorevey cycle, this situation will be largely eliminated.

The distributors in Washington try to give every man on Seavey his choice of duty. But let's face it, the Navy has to operate, so the needs of the service must come first. As you say, let's not knock Seavey. Eighty per cent of the men coming ashore are getting duty of their choice. That's not bad.—ED.

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— And More on *Scorpion*

SIR: In your January 1960 issue and those of October, July and January 1959, you published letters to the editor about USS *Scorpion*, the station ship (and Ambassador's "yacht") at Constantinople before and during WWI.

I have heard a good many sea stories about that ship, and have seen yellowed newspaper clippings concerning her service, all of which were of great personal interest, since one of my uncles was her Executive Officer, and later her Commanding Officer.

In those days before 1914 the Great Powers had been accorded extraterritorial privileges in Turkey (of the Ottoman Empire) and each Power maintained a navy station ship in Constantinople. Their crews saw a great deal of the pomp and ceremony of a potentate's court.

Duty in *Scorpion* was considered the best in the Navy, and contacts with the personnel of other navies' station ships—British, Italian, Austrian, Russian, German, French—were frequent. This was the time in history: The Sultan was still in his palace, the Czar reigned in Russia and Emperors ruled in Berlin and Vienna. World wars were unknown, and life in Constantinople was not much different from that in ancient Byzantium. The tales of *Scorpion* thus hold a flavor of the past that becomes almost unbelievable today.

The letter by CAPT Isaiah Olch, usn (Ret), in your October 1959 issue, concerning the young officer who turned up at BuNav after being dropped from the Navy list and given up for dead, concerns my uncle, CAPT Herbert S. Babbitt, usn (Ret). From his random remarks I know that his journey back to the United States developed into quite an odyssey. As the only American officer who had seen Turkey and the Balkans for some years, he personally reported to Secretary of the Navy Josephus Daniels—and I believe he also made a personal report to President Woodrow Wilson.

His problems included not only leave and restoration to the Navy list, but also promotion. After five or six years—with World War I intervening—his Naval Academy classmates were all commanders, while he was still a "missing" uniformless lieutenant.

My uncle is now living in California. You could get some really colorful anecdotes about *Scorpion* from him.

Of particular interest is the story as to why *Scorpion's* crew—after the United States entered the war in 1917—was not transferred to the camps in Armenia where other internees were held. Instead, they were permitted to remain in their ship at Constantinople as the result of a card game my uncle proposed to the Minister of War or some comparable official. (Incidentally,



UPS AND DOWNS of DD duty during winter in Atlantic waters is illustrated as USS *Noa* (DD 841) comes alongside USS *Tarawa* (CVS 40) for refueling.



my uncle had been a chess and bridge champion in the Atlantic Fleet).

The details should be obtained from him. I've told him more than once that his experiences would make a fascinating story. Besides the matters I've already mentioned, some other items of interest might be:

How *Scorpion* had the only gold in Turkey during the closing war years.

How *Scorpion* brought about a change in Navy Regs.

How a British submarine and British aircraft almost sank *Scorpion*.

His status as the only representative of the Allies in Constantinople from 1917 on.

And, last but not least, his reactions, upon returning home, to find himself considered an impostor in a strange land of prohibition and suffrage for women.—LCDR F. G. Babbitt, usn.

• Thanks for the lead. We have, as you suggest, gotten in touch with your uncle, and hope to hear from him soon.

Perhaps other readers will also be familiar with the items you mention. We'll be waiting to hear.—Ed.



BIRD MEN—Crane is launched by men on board USS Franklin D. Roosevelt (CVA 42) after it landed on deck as the ship left Mayport, Fla., for the Med.

Postal Clerk Rating

SIR: I am interested in changing from yeoman to the newly approved postal clerk (PC) rating. I was a teleman before that rating was abolished and I would like to return to the post office.

Can you fill me in on the latest developments?—B. A. B., YN2, USN.

• There is little to report. As you may know, the Secretary of the Navy has already approved the establishment of a postal clerk rating.

Exactly when the new rating will be made a part of the rating structure, or how the allowance of PCs will be filled haven't, as yet, been determined.

When the instruction is written, we will publish the information in this magazine.—Ed.

Memphis or Tennessee?

SIR: In your answer to a letter from R. T. Strunz, HMC, USNR (Ret.), in the October 1959 issue of *All Hands* you stated that *uss Tennessee* was driven ashore at Santo Domingo City, D.R., on 29 Aug 1916.

I was stationed in the Dominican Republic in 1922 and '23 while in the Marine Corps. At that time *uss Memphis* was sitting high and dry on the beach there. As a matter of fact, I

have several pictures of the ship sitting on the rocks.

If I remember correctly, the remains of *Memphis* were sold to a salvage outfit in Baltimore, Md.—Capt. Dale Frazier, USA (Ret.)

• The ship's the same—only the name had been changed.

It was *uss Memphis* that was wrecked at San Domingo on 29 Aug 1916. At the time, however, she had been *Memphis* for only three months. Before that she was *uss Tennessee*. Here's the story:

The ship, Armored Cruiser Number 10, was commissioned *uss Tennessee* on 17 Jul 1906 and placed under the command of Captain A. G. Barry, USN. She was 502 feet long, had a waterline beam of 72 feet, and displaced 14,500 tons.

Tennessee's first assignment was as part of the Atlantic Fleet and Special Service Squadron. In 1908, she was re-assigned to the Pacific Fleet.

The Government of Argentina invited a group of American Navy ships to participate in their centennial celebration of independence in 1910. *Tennessee* was one of the ships there.

In November 1912, *Tennessee* sailed for Turkey, where she remained until 3 May 1913 on a special assignment to protect American interests during the Turkish-Bulgarian War.

In 1914, after transporting officials in charge of relief funds to Europe, *Tennessee* was assigned to the Mediterranean to protect American interests and remained there until July 1915.

On 25 May 1916, while flagship of the cruiser force in the West Indies, the ship's name was changed from *Tennessee* to *Memphis*.

While lying off the city of Santo Domingo on 29 Aug 1916, the newly named *Memphis* was driven ashore by a tidal wave and wrecked. The ship was stricken from the Navy register on 17 Dec 1917 and sold to an iron and metal company from Denver, Colo., in January 1922.—Ed.

Travel for Retired Personnel

SIR: I understand retired personnel with an "unlimited" classification on their I.D. card are entitled to one round trip annually aboard a MATS plane.

Would you please clarify this regulation for me?—J. F. H., YNC (Ret.)

• You and your dependents are allowed one round trip overseas annually, and you may travel via MATS. Your I.D. card is not, however, sufficient authorization.

You must physically appear at the aerial port of embarkation with copies of your retirement orders.

Since you will be traveling "space available," it will be necessary to remain at the terminal to await transportation. No space is reserved.—Ed.

On the Care of the Flag of the U. S.

SIR: Several years ago, before I came into the Navy, I read that when an American flag gets soiled and dirty, it should be either burned or buried, or both.

I accepted this as truth until the other day I saw Old Glory hanging, clean and wrinkled, over a clothesline here at the base.

I'm not sure why the flag shouldn't be washed, but I believe it is something about not washing off the blood of our nation's heroes. Can you tell me any more about this tradition?—G. R. A., RMSN, USN.

• We have been unable to find any reference to the tradition of which you speak. There seems to be no definite rule about washing the flag when it is soiled.

A pamphlet distributed by the National Americanism Commission

(American Legion), which was based on Public Law 829 (77th Congress), says that the national ensign may be washed, but it is better to have it dry cleaned. The same source also gives this advice: "The flag should never be fastened, displayed, used or stored in such a manner as will permit it to be easily torn, soiled or damaged in any way."

Definite rules do apply, however, when the flag is worn out. DOD Pamphlet 5-6 says: "According to an approved custom, the union is first cut from the flag; and then the two pieces, which no longer form a flag, are cremated."

It is customary to make minor repairs on a flag, but when it is in such condition that it is no longer a fitting emblem for display, it should be destroyed as suggested above.—Ed.

FPO Locations

SIR: During a recent "bull session" aboard this ship, we discussed the location of the Navy's Fleet Post Office on the east coast. We think the appropriate location should be Norfolk where the majority of ships are, not in New York City.

We think a move should be considered. It would make mail service faster for at least 65 per cent of the Atlantic Fleet, and it would probably speed up delivery for ships at sea by a good 24 hours. This could be a big morale booster.

We would appreciate your comments about this.—B.D.W., YN2, USN.

● On the surface your suggestion sounds good, but when you look a little deeper into the responsibilities of the FPO, the reason why it remains in New York becomes a little more understandable.

The purpose of the Fleet Post Office (according to U. S. Navy Postal Instruction, OpNav Inst. P2700.14.) is to provide a standard mail address for forces afloat, mobile shore-based units, and activities overseas; and to maintain liaison with and furnish Navy mail routing and dispatching instructions to appropriate civil and military postal authorities.

As you no doubt know, there are two Fleet Post Offices, one in New York and the other in San Francisco. These FPOs do not physically handle any mail. This is done by a Post Office Department agency known as a Postal Concentration Center (PCC).

The PCC sorts, delivers or dispatches mail to all the Armed Forces on manuevers, afloat, or stationed overseas. The New York location for the PC (as well as the FPO with its liaison functions) best serves the needs of the Navy and the other Services because it is

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying the Editor, ALL HANDS MAGAZINE, Room 1809, Bureau of Naval Personnel, Navy Department, Washington 25, D. C., four months in advance.

● *uss Delta* (AR 9)—The annual reunion for those who served on board during the Korean conflict will be held on 12, 13 and 14 August at the Summit Hotel, Uniontown, Pa. For further information, write to David T. Lentz, Jr., Box 63, Ardara, Pa.

● *uss Kidd* (DD 661) and *uss Black* (DD 666)—The 12th annual joint reunion will be held on 12, 13 and 14 August at the Hotel Secor, Toledo, Ohio. For more details, write to Harrold F. Monning, 310 East 8th St., Kewanee 9, Ill.

● *uss Langley* (CVL 27)—A reunion is scheduled for 29, 30 April and 1 May, in Philadelphia, Pa. Detailed information may be obtained from LCDR R. L. Merkel (MC), USNR (Ret.), Suite 302, National Reserve Building, Topeka, Kans.

● *uss Nevada* (BB 36) — The seventh reunion will be held on 8 October at the Lafayette Hotel, Long Beach, Calif. For more details, write to Frank Slavin, 214 Termino Ave., Long Beach, Calif.

Ship Reunions

● *52nd Seabees*—The 13th annual reunion will be held on 5, 6 and 7 August at Tulsa, Okla. Information is obtainable from Carl Olson, 1019 Weenonah Pl., Claremore, Okla.

● *302nd Seabees*—The 13th annual reunion will be held at the Hotel Roosevelt, New York City, on 17, 18 and 19 June. For more details, write to Martin A. Lowe, 8441 Bayard St., Philadelphia 50, Pa.

● Commanding Officers, Destroyer Escorts, WW II— The 11th annual reunion will be held at the New York Yacht Club, New York City, on 27 April. For information, write to Keith M. Urmy, 100 Broadway (2nd Floor), New York 15, N. Y.

● *Waves*—The 18th annual reunion is scheduled for 29, 30 and 31 July in Dallas, Tex. For details, write to National Waves Reunion Committee, P. O. Box 564, Dallas 21, Tex.

● *uss Mount Vernon* (AP 22)—All who served from June 1941 to decommissioning who are interested in holding a reunion may write to Thomas M. Allison, BMC, Boathouse One, U. S. Naval Air Station, Patuxent River, Md.

● *uss Price* (DER 332)—All plank owners and crew members reporting on board no later than February 1957 who are interested in holding a reunion next summer may write to Karl J. Lang, 68 North Eighth St., Brooklyn 1, N. Y.

centrally located at a point that is best served by both air and surface transportation.

Incidentally, the U. S. Naval Base, Norfolk, and the ships in that area, are served by the civil post office located

on the Base. Mail that arrives at the PCC, New York, addressed to a Norfolk-based ship is promptly dispatched to the ship. The location of all U. S. Navy ships in the Atlantic Fleet is obtained from the FPO.—Ed.

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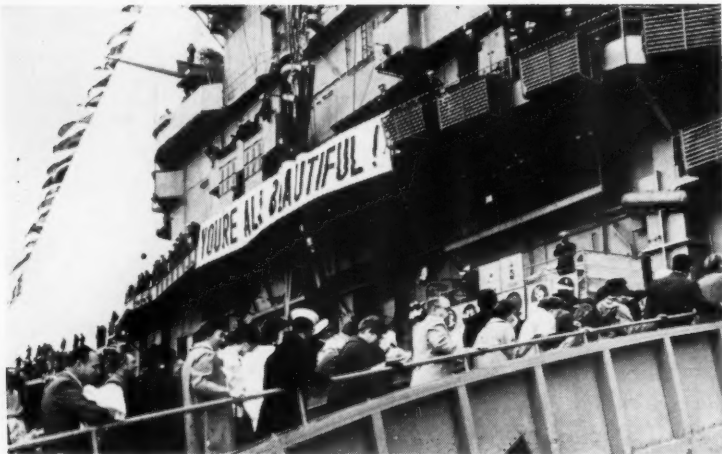
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★★★★★ TODAY'S NAVY ★★★★★



"YOU'RE ALL BEAUTIFUL," says USS Hancock (CVA 19) as she greets the large crowd that met her when she returned to the United States from the Far East.

Polar Tractor Train

Seabees, driving a team of tractors on repeated trips over 14 miles of bay ice, have delivered 4700 tons of supplies and equipment to the U. S. Antarctic Base at McMurdo Sound in a single week.

The material, ranging from food to tractors, was brought to McMurdo Sound by the attack cargo ship, *uss Arneb* (AKA 56), in the first phase of her participation in the latest Operation Deep Freeze. Although blizzards, high winds and cracking ice forced her to make several moves to new sites, *Arneb* discharged her cargo—the largest the ship had ever carried—in record time.

The Seabee equipment operators, working on an around-the-clock basis, drove more than 4000 sled-miles to complete the deliveries to the inland base. The tractor trip

from ship to base and back again took more than a full working day. To save time, men to load and unload the supplies were carried back and forth by helicopters of Air Development Squadron Six.

Three different types of tractor vehicles—each moving the supplies over separate legs of the trip—were used continuously during the operation.

Upon completion of the job, *Arneb's* crew celebrated with a farewell party on the ice. Among the guests were officers of the Chilean and Argentine navies, American scientists leaving Antarctica in the ship, and Seabees from the Naval Air Facility at Hut Point, McMurdo Sound.

Next day *Arneb* left for Port Lyttelton, New Zealand, to load more material for delivery to the units in Antarctica.

YESTERDAY'S NAVY



On 3 Apr 1942 Admiral Chester W. Nimitz, USN, Commander in Chief Pacific Fleet (CINCPAC), was also named Commander in Chief Pacific Ocean Areas (CINCPAC). On 9 Apr 1943, the rank of Commodore, which had not been used by the Navy since shortly after the Spanish-American War, was reestablished. On 14 Apr 1842 a law was passed authorizing a contract with Robert L. Stevens, of New York, for the construction of a shot-and-shell-proof iron war steamer. On 25 Apr 1940 the carrier *uss Wasp* (CV 7) was placed in commission.

Big Deal II

A long-range air-sea exercise involving 40 ships and more than 30,000 Navymen of two Fleets, a "first" for a rookie destroyer, and a "last" for a veteran flattop, highlighted latest Navy news from the Eastern Atlantic and Mediterranean.

Twenty ships from the East Coast-based Second Fleet slugged it out for two days with an equal force from the Mediterranean-based Sixth Fleet. The exercise, code-named *Big Deal II*, was aimed both at testing Task Force air defenses, and at gauging the two forces' ability to launch an offensive action while undergoing sustained attack.

There was no close-in action—Second Fleet ships stayed in the eastern Atlantic, while the Sixth Fleet force operated entirely in western Mediterranean waters. Aggressor aircraft from each force attempted to seek out and attack opposing carrier forces, while other planes were simultaneously carrying out strikes against nearby simulated land targets, and still others were occupied with air defense over their respective carriers.

After completion of the exercise all Second Fleet ships except the flagship, tactical command ship *uss Northampton* (CLC 1), entered the Med to begin a six-month tour of duty with the Sixth Fleet. They relieved 19 opposite numbers which were winding up similar cruises.

One of the new units joining the Sixth Fleet was the guided missile destroyer *uss Gyatt* (DDG 1), marking the first time her type of ship has joined our forward forces.

40,000-Mile Tour

uss Saratoga (CVA 60) has completed her second deployment with the Sixth Fleet in the Mediterranean.

During the six-month cruise, "*Sara*" steamed over 40,000 nautical miles. With minor exceptions, almost all fuel, food and supplies used by the 4100-man ship in that period were received from ships of the Service Force, Sixth Fleet, in underway replenishments.

Carrier Air Group (CVG) Three, which has been called "the most

potent Air Group ever assembled," flew more than 18,000 hours while deployed with the carrier. Over 9000 carrier landings were recorded, and over 8000 catapult launchings were made in the six-month period.

As flagship of Carrier Division Six, *Saratoga* arrived at Pollensa Bay, Majorca, Spain, in mid-August 1959 to relieve *uss Franklin D. Roosevelt* (CVA 42). In September Sara, along with many other ships of the Sixth Fleet, joined NATO forces for Operation Crescent Mace, conducting numerous exercises in cooperation with Greek and Turkish forces.

By the end of September, the 60,000-ton carrier had steamed the length of the Mediterranean, logging more than 4470 miles as she transited the Dardanelles and the Sea of Marmara to visit Istanbul, Turkey—a new port for the ship. During her short stay there, both Turkish and American Navymen celebrated Turkish Naval Day.

Saratoga remained in the eastern Mediterranean for most of October to conduct normal at-sea training operations and make brief visits to Athens and Rhodes. Then she returned to the western Mediterranean to anchor at Barcelona, Spain on 29 October. While she was there CVG-3 performed a wide assortment of aircraft maneuvers and strikes for visiting Spanish military officials and press representatives. In early November, the ship left Barcelona to rendezvous with Sixth Fleet units for extensive training exercises.

The Christmas holidays found Sara at Cannes, heart of the French Riviera. During the carrier's stay there, many of the crew went sight-seeing on organized tours to such famous resorts as the French Alps and Monte Carlo. Another highlight of the Cannes stay was the visit of the Mayor of Frejus, France, who came aboard to thank the men of Sara for their help in the rehabilitation of his town after more than 200 people had lost their lives there in a sudden flood.

By the time the carrier returned to the States, more than 2000 visitors had been welcomed aboard. Among them were high-ranking officials from many nations, guests of the Secretary of the Navy, members of the NATO War College, press correspondents, military dependents and over 600 youngsters who toured the ship in various ports.



WHITE WATER — USS *Saratoga* (CVA 60) pits her strength against the seas as she plows through a storm that featured winds of 70 miles per hour.

Sea Taxi

A Navy P5M *Marlin* patrol plane recently taxied over 500 miles on one engine after making an open-sea landing in the Caribbean. The taxi run was believed to be the longest one ever recorded by a seaplane.

The patrol plane and its 12-man crew were on a return flight to Norfolk from San Juan when the plane's starboard engine caught fire. The pilot, LT R. W. Meyers, usn, was forced to land the plane in the open waters of the Caribbean. After the landing the fire was put out.

With its one remaining engine,

the plane taxied in calm seas to Grand Turk Island, Bahamas, some 200 miles away. The destroyer *uss Abbott* (DD 629) followed the plane during the 23-hour taxi ride.

At Grand Turk the seaplane tender *uss Albemarle* (AV 5) refueled the plane and then sailed with her to Guantanamo Bay, Cuba, at about 10 knots. When they arrived in Guantanamo Bay the seaplane had taxied about 520 miles in two and one-half days.

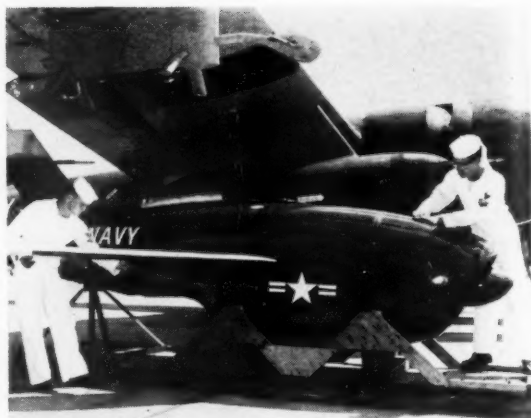
The *Marlin* seaplane was left at Guantanamo Bay for repairs and the crew was flown back to join its squadron at Norfolk, Va.

RECORD CRUISE?—This Navy P5M *Marlin* recently taxied 500 miles through the Caribbean with one prop after landing due to fire in its starboard engine.





ALL ABOARD — Passengers board MSTS transport at Naha. Rt: Men of Utility Squadron 5 check target missile.



Naval Units on Okinawa

The island of Okinawa was of vast strategic importance to both sides in World War II, and was the scene of a vital sea-air-land battle during the closing months of the war.

A glance at the chart of the western Pacific today will reveal that its status as a pivotal piece of real estate is just as important today.

It's not surprising, therefore, that Okinawa, situated as it is midway between the Japanese island of Kyushu and the northeast coast of Taiwan, continues to play a major role in maintaining the peace in the western Pacific.

Not too well known is the Navy's participation in the U.S. military position of strength in the Okinawa area.

More than 4000 Navymen are attached to 11 naval commands currently operating there. Two of these commands are embarked on board an Okinawa-based ship, the others

are based on the island itself.

The two afloat commands—Fleet Air Wing One and Taiwan Patrol Force—operate from seaplane tenders deployed from the West Coast. While serving as flagship the tender is normally based in Buckner Bay, Okinawa.

The admiral who fills this two-hat job not only holds command jurisdiction over the three Navy squadrons based on Okinawa, but, as Taiwan Patrol Force Commander, directs all patrol operations for the Seventh Fleet in the area covering Okinawa and Taiwan.

Land-based squadrons are:

- Patrol Squadron 4—Flies P2V *Neptunes* on antisubmarine warfare, bombing, mining and reconnaissance missions; protects convoys and conducts search and rescue.

- Utility Squadron 5, Detachment Bravo—Flies missile targets for air-to-air target practice during Fleet aircraft maneuvers.

- Fleet Aircraft Service Squadron 118—Provides support for VU-5 and VP-4 air units, plus those belonging to transient aircraft carriers. This support includes heavy repair and maintenance.

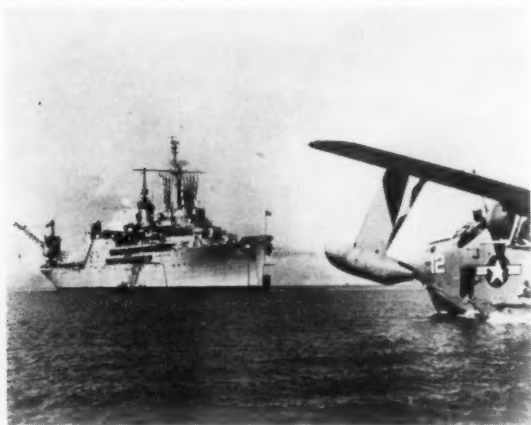
Four other land-based naval activities are located in and around Naha, Okinawa's capital.

- The Naval Air Facility supports all land-based squadrons in administration, supply, fiscal outlay, berthing of personnel and other operational matters.

- Fleet Activities furnishes logistical support to visiting Fleet units in such areas as mooring, berthing, personnel recreation, etc. This command controls and supervises the White Beach area, where the Port Control Office, Fleet Officers' and Enlisted Men's Clubs and Fleet Post Office are located.

- Guided Missile Group 1 flies 5KD target drones, simulating *Regulus* flights for Fleet maneuvers.

USS PINE ISLAND (AV 12) is one of the seaplane tenders based at Okinawa. Rt: P2V *Neptunes* patrol Western Pacific.





BUSY BUILDERS—Seabees working on Okinawa, building a Marine air facility (left) and dredging White Beach harbor.

- MSTs transports military passengers and cargo originating from or consigned to Okinawa.

- The Seabees are in Okinawa too. Mobile Construction Battalion 3, based at Camp Kubasaki, is dredging and improving White Beach harbor, while MCB 9, headquartered at Camp Kue, is currently building a Marine Corps Air Facility at Futema.

A Resident Officer-in-Charge-of-Construction detachment coordinates all Navy construction projects.

That's U. S. Navy on Okinawa.

Antarctic Memorials

Protected from the fierce Antarctic winds by a sturdy wooden hut, a small group of men quietly talked of the trip before them, carefully laying their plans to become the first men to reach the South Pole.

It was 1911, and Captain Robert Falcon Scott, an English naval offi-

cer and explorer, was preparing for his famous "dash to the Pole." In October Scott's five-man party headed south from the hut on Cape Evans, Ross Island. Three months later the group arrived at the Pole, only to find a message informing them that Norwegian Roald Amundsen had beaten them there by one month. On the return trip all five perished in the Antarctic cold.

The Cape Evans hut, from which Scott set out, and two other historic Antarctic buildings are active again this year. In a New Zealand project, now underway, two huts used by Scott and one used by Sir Ernest Shackleton are being restored. Preserved by Antarctica's dry and frigid climate, they will stand as memorials to those explorers.

The restoration is being carried out under the direction of the Antarctic Division of the New Zealand Department of Scientific and Industrial Research.

RADM David M. Tyree, usn, Commander of the Navy's Operation Deep Freeze, has expressed great interest in the memorial project, and hopes U. S. Navymen and equipment can lend a hand in it.

On the schedule for restoration are Scott's hut at Cape Armitage, built in 1902; Shackleton's hut at Cape Royds, built in 1908; and Scott's hut at Cape Evans, built in 1910. All three are on Ross Island, at the edge of the Ross Ice Shelf.

Scott's hut at Armitage is about a quarter of a mile from the main U. S. station in Antarctica. During the past five years of Antarctic operations, a policy of avoiding disturbance of these historic places has been carefully observed.

The Shackleton hut is now being used by two New Zealand scientists. Shackleton's supplies still line the walls, but the occupants use their own—even though the explorer's rations are still edible today.

RUGGED MEMORIALS—Shackleton's hut (1907-09) and right Scott's hut (1910-13) will stand as memorials to them.





GOING TO CHURCH—Chaplain G. M. Hinderer, LT, USN, drops from helicopter to fantail of *USS Requisite* (AGS 18) to conduct church services.

Common Communications Net

A special committee has been established by the Secretary of Defense to develop a department-wide communications system that can carry all point-to-point messages of the Joint Chiefs of Staff, the unified and specified commands and the military departments of the U.S.

The committee includes an Assistant Secretary of Defense and representatives from the Office of the Director of Defense Research and Engineering, the Joint Chiefs of Staff and the military departments.

The communications system will provide facilities for command and control, intelligence, weather, logistics and administrative functions, as well as ground-air-ground and certain weapons systems requirements.

The plan will also provide for a communications agency within the Department of Defense to manage and operate the system. The planned agency would commence operations on a phased basis so as not to disrupt essential communications during the transition period.

Modular CIC for Carrier

After 33 months' work and an expenditure of 80 million dollars, *USS Coral Sea* (CVA 43) has rejoined the Fleet as a completely modernized attack aircraft carrier. (See last month's special report in *ALL HANDS*, p. 59).

Commissioned in 1947, *Coral Sea* underwent a great many changes during her face-lifting operation at the Naval Shipyard, Puget Sound, Wash. First, workmen ripped out her 3-inch, 50-caliber guns, ready-service rooms, fire control equipment, magazines and ammunition hoists. Then, four of her 10 conventional 5-inch, 54-caliber guns

were removed, and the remaining six were relocated on mounts where *Terrier* missile launchers can later be installed. All gun directors and magazines were relocated. Farther below deck, all weapons stowage, aviation fueling and handling facilities were rearranged for greater efficiency.

Among the new features which the ship now boasts are: An enclosed hurricane bow which acts as a shield in rough seas and provides additional support for the flight deck; three aluminum deck-edge aircraft elevators; three steam catapults powered by a "wet steam accumulator;" and an angled flight deck approximately 135 feet longer than those installed aboard other ships of her class. Her flight deck equipment ranks with the most modern afloat, featuring a landing mirror system which lowers flush with the flight deck when not in use, or when a plane appears to be headed for it.

Another improvement is a new "modular combat information center," which will greatly increase the ship's fighting efficiency and effective range, and enable her planes to obtain much more complete information on a combat situation.

Before conversion, many distant areas of the ship were designated to perform CIC functions. The modular CIC idea came out of a staff study and a decision by the Chief of Naval Operations calling for a combat direction system which encompasses all the facilities needed to furnish data to a central information agency. As a result, plans were made to organize CIC into centrally supervised functional groups known as "modules."

Physically, the modular CIC is a large arena located where a center-line aircraft elevator used to be. Around the edge of the arena are the various modules. The basic ones are detection and tracking, air operations, carrier-controlled approach, air warfare, electronic countermeasures, surface operations and weapons control. In the center of the arena, surrounded by status boards, is the display and decision module, where information fed in from the other modules is evaluated. From here, recommendations and decisions are sent to the commanding officer and task unit commander for action.

A number of improvements have

BIG BROTHER—An HR-2S copter lowers a damaged HRS Search and Rescue copter at MCAAS, Yuma, Ariz., after carrying it 37 miles from Calif. desert.



been made in the CIC's communication system to speed the collection and evaluation of combat information. One new communications aid will be a closed-circuit television system for flashing information to the various modules and to control centers in other parts of the ship. Over 60 sound-powered telephone outlets will be located in the new CIC to help speed the flow of oral information between the modules and the decision center.

Consideration has also been given to the comfort of the men who work in CIC. An air-conditioning system keeps the room temperature at 74.5 degrees Fahrenheit and the relative humidity at 50 per cent. The area has been completely sound-proofed, and all equipment that doesn't demand monitoring by CIC personnel has been located elsewhere.

Bouncing Off the Moon

The Navy now has a pilot communications circuit linking Washington, D. C., to Hawaii, via the moon.

In this experimental radio hookup the transmitting station bounces its signals off the moon to be picked up by a receiving station thousands of miles away on earth.

The system has already proved itself a valuable research and development tool. As such, it does not have the channel capacity of other systems that are in full operational use. However, as early as November 1959, operational traffic was passed over it when serious ionospheric disturbances disrupted conventional radio communications. It can readily be used in similar situations in the future.

The Washington-to-Hawaii circuit is being employed to evaluate the moon relay technique under operational conditions. It can handle transmissions via multi-channel radio teletypewriter, and two-way facsimile or radiophoto. The first public demonstration of the system was made at the Naval Radio Station, Cheltenham, Md., where the receiver for Washington, D. C. is located.

The receiver for the opposite end of the circuit is at the Naval Radio Station, Wahiawa, Oahu, Hawaii. Transmissions are made from the Naval Radio Station at Annapolis, Md., and from the Navy Radio Transmitter Site at Opana, Oahu, Hawaii.

Use of the Moon Relay System



SILHOUETTED against the skyscrapers of New York, Navymen on the deck of a submarine view the big city as their ship heads down the East River.

is limited to periods when the moon can be seen from both the sending and receiving station at the same time. Depending on the position of the moon in its orbit, these periods can vary from a few hours to a maximum of about 12 hours. Operating schedules are established by determining the time of moonrise at the western terminal and moonset at the eastern terminal. At times during these periods, when the experimental circuit is not being used for research purposes, it will be available for regular traffic.

The signals transmitted via the moon are received about two-and-

one-half seconds after they are sent. Their strength is greatly reduced along the 480,000-mile path they follow. However, the ultra-high frequencies used in the system and the type of equipment employed make it possible to achieve almost complete reliability.

Besides being relatively free from natural interference, the new system is less subject to jamming than conventional radio is, since the jamming station, as well as those doing the sending and receiving, would have to have the moon in sight for deliberate interference to be effective. Thus, jamming time is cut.



A SCHOOL OF GIGS stands by near USS Randolph (CVA 15) while skippers of various Sixth Fleet ships meet on board the carrier in the Mediterranean.



ATTENTIVE AUDIENCE of Japanese youngsters at a school in Sasebo, Japan, lend a collective ear to the band of Carrier Division Three.

Sasebo Small Fry Fall for Jazz of ComCarDiv Band

The Carrier Division Three Navy Band, embarked in *uss Bon Homme Richard* (CVA 31), has probably gained many youthful fans in Sasebo, Japan, as a result of its recent visit to that Far East city.

While in Sasebo, the band played to some 6000 Japanese children at several schools in the area. They also entertained at the

American Hospital and at the Naval Base CPO club.

The 17 Navy musicians, led by William A. McBride, MUC, USN, entertained with numbers which included classical, dance, and jazz combo selections. The jazz drew the biggest response.

One of the local Japanese radio stations tape-recorded the music for use over the Sasebo station.

SAX APPEAL—Saxophonists of ComCarDiv Three band take over during a number performed by the band in appearance at Sasebo's city hall.



Welcome to Uno

The escort destroyer *uss O'Bannon* (DDE 450) has become the first known American warship ever to visit the Japanese city of Uno, on the Inland Sea of Japan.

uss O'Bannon arrived virtually unannounced, but in a short time thousands of Japanese were lining up on the pier to visit the ship. More than 20,000 visitors toured the destroyer, beginning as early as 6:00 a.m., and lasting until well after dark each day.

One of the first requests received by *O'Bannon* was for a ball game. The ship's team, last year's Hawaiian

area softball champions, played a four-game series against four different local teams.

Six men from *O'Bannon* visited the local high school and judged an English composition contest. The winners received a personally escorted sightseeing tour of the American ship.

On Sunday morning, *O'Bannon* Navymen went ashore and attended church service with the Japanese townspeople at a Protestant service. Later, LT W. C. Willson, CHC, USNR, and LTJG Ralph Zaayenga, USN, gave a talk at the Uno high school on the mission of U. S. war-

ships and the President's people-to-people program.

The townspeople practically turned the visit into a holiday. Navymen were asked for their autographs, and the hospitable Japanese opened their homes and shops to the American visitors.

Welcome to Shimizu-ko

Any American sailor returning from a cruise in the Far East can be an authority on Hong Kong, Yokosuka, Buckner Bay, and Manila; but few have tales of Shimizu-ko, Japan.

The men of *uss Renville* (APA 227) will be one-day experts when they return from their present Western Pacific cruise. During *Operation Heliex* the ship made landings at Suraga Wan, then called on the nearby community of Shimizu-ko.

Liberty parties found that this was different from the Japan many of them had seen before. Located in the shadow of Mount Fujiyama, Shimizu-ko is less westernized than many of the more frequented ports of call. Very few of the citizens speak English.

Mayor Toru Inanz and other civic officials were guests of Captain William M. Lowry during a visit to the ship. The city, in the Oriental custom of returning favors, arranged bus tours of the Shimizu-ko area for *Renville's* crew.

The highlight of the tour was a cable car ride between two mountain peaks and a trip through the nearby city of Shizuoka.

F9F-6P-32 Rides Again

Thanks to the Navy, the jet age has come down to earth for the youngsters of the San Francisco area. The small fry of this city by the Golden Gate now have a real Navy jet fighter plane all to themselves.

This F9F-6P that once swooped down out of the skies above Pacific waters—now spends its retired days in San Francisco's Larsen Park where it is swarmed over daily by hordes of rollicking junior spacemen.

It all started when the Mayor of San Francisco first got wind of Navy plans to give obsolete aircraft to communities for recreational purposes. A request was sent to nearby NAS Alameda, and within a few months a surplus jet fighter at NAS Moffett Field was earmarked for delivery to the children of the Bay area. Then it was on its way.

Everybody lent a hand. A drayage firm in the area volunteered to haul the plane from Moffett Field to its final resting place. Then a local contractor offered to do a complete repaint job.

With the assistance of the California State Highway Patrol and the police escorts of 14 suburban towns, the 8000-pound plane made its day-long trek from the NAS through heavy commuter traffic.

Donating their services, mechanics and carpenters took on the job of converting the jet fighter: sealing all hatches, removing sharp edges, installing a platform and ladders, and in general, adapting the cockpit to fit the junior pilots.

As soon as the formalities were concluded, hundreds of shouting youngsters clambered aboard. Old F9F-6P-32 was in service once again — this time in the hands of the future pilots of the space age.

Landing Craft Retriever

Naval Beach Group One is currently conducting tests of an amphibious landing craft retriever at the Naval Amphibious Base, Coronado, Calif.

If previous tests are any indication, the huge new craft, first of its kind, may solve the problem of getting stranded landing craft up to and including the LCM-8 off the reefs and into land areas for repairs.

Preliminary joint Navy-Army operations revealed that the retriever, manned by a crew of five, can operate safely in 11 feet of water, and is capable of salvaging and carrying landing craft of up to 61 tons.

Called Landing Craft Retriever Mark II (LCR), it's a self-propelled, gasoline-driven vehicle powered by two 350-horsepower log truck engines. It weighs some 75 tons, and is steered in the same manner as a tracked vehicle. All controls are housed in a section midway of the forward beam.

Each wheel is suspended on two hydraulic cylinders, making it possible for the machine to adjust to terrain conditions, and to elevate the whole structure, if necessary, to straddle an LCM.

With its two pumps each possessing a capacity of 750 gallons of water per minute, the LCR is capable of complete salvage operations. It has been developed, how-



USS DES MOINES (CA 134), Sixth Fleet Flagship, and USS Northampton (CLC 1), Second Fleet Flagship, get together in Med at Spanish island of Mallorca.

ever, not to replace but to supplement the operations of salvage boats. Since it's not buoyant, for example, it cannot tow stricken boats back to their "mother ships."

Stabilizer for Light Copters

The Navy is currently testing a new system for stabilizing light helicopters in an effort to make helicopter operations more practical.

This new automatic system produces a stabilizing action that greatly reduces the effort required by pilots in stabilizing their craft, thus reducing pilot fatigue and allowing more time for other essential flight functions.

The Helicopter Stability Augmentation System is expected to facilitate the job of light helicopters in antisubmarine warfare and air-sea-rescue operations, as well as in instrument flight and landing on moving ships where precise control is necessary.

Weighing less than nine pounds, the system is compact enough for use in small helicopters and utilizes rate gyroscopes (those which sense angular velocity) as its primary component. Maximum reliability and minimum weight are made possible by printed circuits, derated components, silicon transistors and diodes.

NEW FRIENDS—An American Navyman, right, chats with two British sailors during a visit between ships of the U. S. and British Navies at Hong Kong.



SERVICSCOPE

Brief news items about other branches of the armed services.

THE DEPARTMENT OF DEFENSE is building a new Advance Research Projects Agency test site in the mid-Pacific where it will conduct experiments to detect and identify incoming missile warheads.

It will be located on Roi Namur Island, just 45 miles from the Army's Nike-Zeus test installation on Kwajalein Atoll.

Purpose of the ARPA experiments, which are part of Project Defender, is to determine at how early a time in their trajectory a positive identification can be made of ballistic missile warheads. Targets for these tests will be unarmed IRBM-type missiles launched by the Army from Johnston Island, 1420 miles away.

The incoming missiles will be tracked by two high-power radar installations. One of them will be a modified version of the type originally designed for the Ballistic Missile Early Warning System (BMEWS), while the other is of a new advanced type.

The radars will operate on several different frequencies in order to exploit the various flight phenomena to be experienced.

This experimental program will include investigations of ballistic missile characteristics throughout the trajectory from the limit of radar range to re-entry into the lower atmosphere.

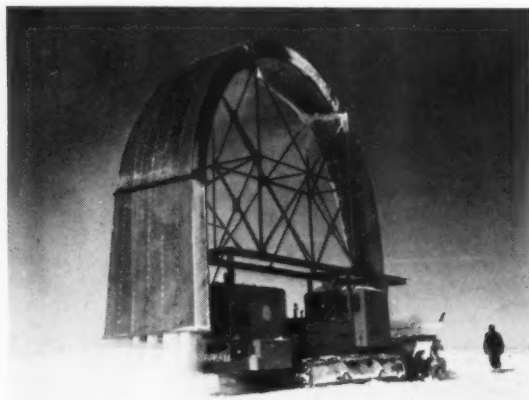
★ ★ ★

AN AIR-DROPPABLE WATER PURIFICATION UNIT designed to provide drinking water in areas not readily accessible to truck-mounted units has been developed by the Army.

This 600-gallon per hour unit is one of a family of three mobile units for purifying polluted or radioactive contaminated water. It was built and tested by the Army Engineer Research and Development Laboratories, Ft. Belvoir, Va.

Sectionalized to facilitate handling and transport, the airborne unit includes a water-treating section, a water-filtering section and operating accessories such as pumps, tanks, hose, generator and chemicals.

Heart of the unit is an "Erdlator," a conical welded aluminum tank in which mud, bacteria and other sus-



UP AND OVER—Odd looking machine scoops snow and blasts it out in fine particles to be packed for runways.



BIG LIFT—A 65-foot Thor missile is loaded on board a MATS C-133 Cargomaster for airlift to launching site.

pended matter in the water are removed. Polluted water can be pumped into the unit to be chemically and physically treated and discharged as potable water in less than 25 minutes.

Filtered water is stored in two collapsible, fabric tanks of 500-gallon capacity each. These tanks are provided with a removable fabric cover tied in place to protect stored water from aerial contamination.

The unit is mounted on a special one-and-one-half ton drop-frame-type trailer chassis, and the cargo body is removable from the chassis in event the chassis becomes damaged or needs to be replaced. The equipment also may be readily removed from the cargo body for transport in any other vehicle having cargo space equivalent to a one-and-one-half-ton trailer.

★ ★ ★

THE FIRST ALL-WEATHER SUPERSONIC JET F-105D fighter-bomber is undergoing intensive flight tests at the Air Proving Ground Center, Elgin Air Force Base, Fla.

The F-105D *Thunderchief* is equipped with a new water-injection J-75 turbojet engine designed to provide increased take-off thrust and shorter take-off roll.

Its radar, doppler and autopilot units are integrated to provide automatic navigation during all types of weather conditions.

The plane's "Thunderstick" fire control system uses radar to permit blind bombing with either conventional, nuclear or thermonuclear bombs. The F-105D is also armed with rockets, 20mm automatic cannon and *Side-winder* missiles.

★ ★ ★

MILITARY AIR TRANSPORT SERVICE (MATS) set a new safety record during 1959. In its scheduled military passenger airlift operations in 1959 MATS flew 2,400,000,000 military passenger-miles throughout the world without a single death or injury.

MATS also reduced its over-all accident rate to 2.3 accidents per 100,000 flying hours—a reduction of 25 per cent in comparison to 1958. (Accident rates are based on all types of aircraft accidents and vary from crashes to ground taxi accidents.)

MATS accident rate is based upon all flying activities of the total command, which includes strategic

airlift operations, the flying activities of Air Rescue Service, Air Weather Service, Airways and Air Communications Service and Air Photographic and Charting Service. Also included are the flying activities of the 1254th Special Air Missions Group, Air Forces Iceland and the proficiency flying operations at all MATS bases.

MATS' total of more than 1.1 million flying hours during 1959 was third highest for all major commands in the Air Force. Only the Strategic Air Command and the Air Training Command topped MATS in total hours flown.

Last year was the seventh consecutive year the MATS accident rate had declined—thanks to the professional flying ability of pilots and aircrews, top maintenance of the huge MATS aircraft and the personal emphasis placed on flying training and safety by commanders at all levels.

MATS operating airlift organizations conduct a constant aircrew training program to insure the quality of MATS aircrews. The training program is especially important, since each year about 500 new pilots join the command to begin the progression from second pilot to first pilot to Aircraft Commander.

★ ★ ★

A RAPID WEATHER-OBSERVING SYSTEM that instantly locates lightning discharges associated with severe storms over most of North America is undergoing service testing.

The Air Force's Air Weather Service is operating the new system. Its central station is located at Kansas City, Kans. In addition, there are six auxiliary lightning detector stations at Tinker Air Force Base, Okla; Fort Chaffee, Ark; Scott Air Force Base, Ill; and civilian airports at Waterloo, Iowa; Huron, S. D.; and Goodland, Kans.

The detector stations are equipped with special radio receivers to pick up static generated by lightning. Each station detects the danger signals almost simultaneously, registers the time and compass direction, and relays the information to the central monitor in Kansas City.

There, an electronic device plots the map position of



IN THE BAG — Army's 50,000-gallon collapsible fuel tank rolls up (foreground) for storage or transporting.

the lightning and displays it within a tenth of a second on a special electronic map of the North American continent.

The operator watching the map can see every important lightning indication. Repeated activity in a small area may show the center of severe weather. Such areas usually are the breeding ground for thunderstorms and tornadoes.

Capable of detecting lightning up to 2000 miles away and tracking a storm's position, the automatic network, when it becomes operational, will provide data jointly to the USAF Severe Weather Warning Center and to the U. S. Weather Bureau's severe local storm units to warn forecasters of approaching storms. This information will also be used for military weather research.

Future applications of the system could also give weathermen a better look at severe weather conditions far out at sea where there are sparse weather reporting stations. This could help forecasters make more reliable long-range predictions and aid in routing trans-oceanic planes and ships around storms.

★ ★ ★

THE ARMY'S NEW M-14 RIFLE—which fires ammunition interchangeable with that used in weapons of other NATO nations—has been distributed to combat troops of the 101st Airborne Division at Fort Campbell, Ky.

The M-14 uses the standard NATO 7.62mm cartridge. It is equipped with a fire selector for both semi-automatic and full automatic fire. The automatic rate of fire is 750 rounds per minute as compared to 525 rounds per minute for the .30 caliber machinegun now in the hands of troops. The capability for automatic fire, when coupled with a bipod and hinged buttplate, converts the M-14 to an automatic rifle.

Weighing only 10 pounds when fully loaded with a 20-round magazine, the M-14 provides additional firepower to riflemen. They will be able to remain on target, without reloading, two and one-half times longer with the M-14 than with the M-1.

Another advantage of the M-14 is that it has a flash suppressor to help conceal the rifleman's position.

The M-14 will eventually replace four weapons now in use—the M-1 rifle, M-2 carbine, Browning Automatic Rifle and M-3A1 submachinegun.



BIG WHEELS—Army overland train drops supplies at Camp Century, Greenland, as soldiers examine its tires.

THE WORD

Frank, Authentic Advance Information On Policy—Straight From Headquarters

• VEHICLES GOING OVERSEAS—

Vehicles owned by Navymen in pay grades E-1, E-2 and E-3, or E-4, with four years or less service will no longer be transported overseas at government expense—under any circumstances.

In the past, according to the Bureau of Supplies and Accounts, a few vehicles have been moved overseas for these Navymen, but each time the move has been specially approved by BuSandA.

A recent Department of Defense ruling, however, has now made it impossible to move privately owned vehicles for enlisted men in the above categories, either to, from, or between overseas areas.

BuSandA Notice 4050 of 27 Jan 1960 does say, however, that vehicles which have already been moved overseas at government expense will be returned to this country at government expense. In such cases, proof that the government originally moved the vehicle overseas must be produced.

• **SAFETY FACTS**—As part of a program to promote electrical safety, the Bureau of Ships has distributed two pamphlets. They are:

Electric Shock, Its Causes and Its Prevention (NavShips 250-660-42).

Electric Shock and Its Prevention (NavShips 250-660-45).

At the same time, the Bureau of Ships is making available a series of eight- by 10½-inch safety posters. The first two in the series, which have already been distributed are: *Men Killed by Electric Shock* (NavShips 250-660-46) and *Low*

Voltage Can Kill You (NavShips 250-660-47).

The loss of men by electric shock on U. S. Navy ships was 12 in 1957 and seven in 1958. Complete statistics are not yet available for 1959.

The pamphlets and posters are available through the usual distribution channels.

• MILITARY OBLIGATION BY LAW

—If you are being discharged after one enlistment in the Navy, you are obligated to serve in the Naval Reserve for a certain period of time. How long and in what status is difficult to say since you have several choices.

In the past, men leaving the Navy who still have a military obligation to fulfill under the Universal Military Training Act have been told at the separation center to report to the Naval Reserve training activity nearest their home for an interview.

In many cases, however, the man reported before his record arrived from the separation center. Without this record, of course, a correct determination of his military obligation could not be made. Some duplication of effort and confusion resulted.

It will be different from now on, however, according to BuPers Notice 1910 of 30 Dec 1959. Under a new plan the commandant of your home naval district, about a month after you are released from active duty, will send you a letter which will advise you of your military reserve obligation.

The letter will also give you the Naval Reserve training activity near-

est to your home, and may require you to report to that facility within a specified period for an interview.

Between the letter from the commandant and the interview at the local Reserve training activity, all your questions about your military obligations should be answered.

• 1960 INSURANCE DIVIDEND—

Navymen holding either of two participating forms of GI insurance will share in regular annual dividend payments during 1960.

By far the largest group are National Service Life Insurance (NSLI) policyholders. This insurance originated during World War II, and is identified by the letter "V" preceding the policy number.

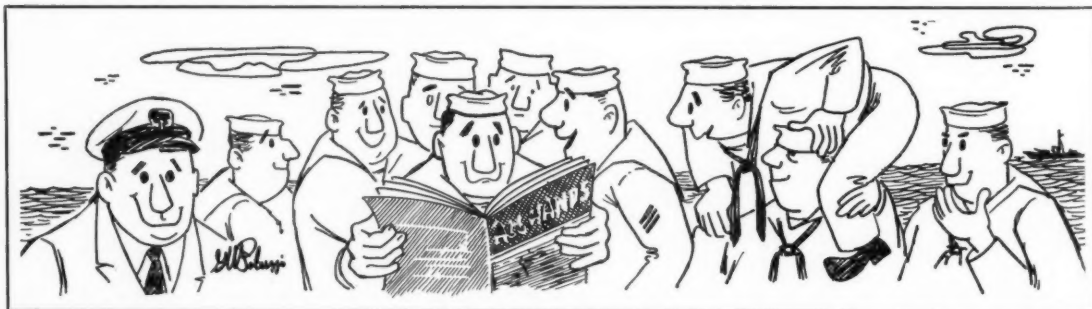
A much smaller number hold U. S. Government Life Insurance (USGLI) policies, which have the letter "K" before the policy number.

Dividends are payable on the day before the policy anniversary date. If your policy anniversary date is 15 April, for example, the dividend will be payable as of 14 April. There must be at least a three-month delay in authorizing dividends on accounts paid by allotment deductions, however, so you normally wouldn't receive the dividend check until sometime this summer.

You don't have to take your dividend in cash—you can, if you wish, have it held by the VA as an interest-earning credit to your account. All or any part of your balance could be used by the VA to prevent lapse of your policy if you should forget to pay the premiums.

Let the VA know what your wishes are concerning disposition of your dividend, if you haven't already done so. Be sure to include your policy number in any correspondence about your insurance.

People in four categories, won't share in the annual dividend. They are in the following groups:



GIVE EVERYBODY a chance to get the word—Pass this copy of ALL HANDS Magazine on to nine other Navymen.

- Korean and post-Korean conflict veterans who hold special, non-participating NSLI policies, identified by the letters "RS," "W" or "RII" preceding the policy number.

- Those who, before 1 Jan 1957 placed their "V" or "K" policies under in-service waiver of premium payments, and who have not rescinded those waivers. These policy-holders are prohibited by law from participating in dividend payments while their policies are under such waiver. (Note: You should seriously consider terminating the waiver as, in case of death, your surviving dependents will *not* be eligible for Dependency and Indemnity Compensation under the Survivor Benefits Act while the insurance is under waiver of premium.)

- Those USGLI and NSLI policy-holders of extended term insurance in the "V" and "K" series who have allowed their permanent plan policies to lapse. Their policies have been automatically extended by the VA as term policies for a limited time without further premium payments.

- Veterans who hold special NSLI policies granted to disabled veterans during World War II.

• RESERVE WARRANT OFFICERS—The Naval Reserve Warrant Officer program is being phased out in the same manner as the WO program in the regular Navy. Input was curtailed after Fiscal Year 1959, and the number of WOs will be reduced by normal attrition.

To take their place, Senior and Master Chief Petty Officers (E-8 and E-9) are being made a part of the Naval Reserve enlisted rating structure, and a new Naval Reserve Integration Program (paralleling the regular Navy's LDOs) is being established.

These changes were recommended by a special committee which was formed by the Chief of Naval Personnel. The following procedure was recommended by that committee, and has been approved by the Secretary of the Navy. It will be implemented during fiscal year 1961.

Warrant Officers

- Reserve WOs will be phased out by normal attrition. Input was curtailed after fiscal year 1959.

- Temporary promotions for present WOs will be accelerated as follows: W-1 to W-2 after two

years in grade; to W-3 after four years in grade; and to W-4 after four years in grade.

- Warrant officer mobilization billets will be filled, as they are vacated, either by E-8, or E-9s, or by ensigns, lieutenants (junior grade), or lieutenants in the line or staff corps.

Integration

- A controlled, direct-appointment program, similar to the Regular Navy's LDO program, will be established. Eligibility requirements for the Naval Reserve Integration Program will be similar to those for the Regular Navy's LDOs.

E-8 and E-9 Program

- A Senior/Master Chief Petty Officer program is being established, but will be limited to the Selected Reserve. Advancements will be made initially to E-8 only. E-9s will be selected later from those in pay grade E-8.

- Standards for advancement, eligibility requirements, and administrative procedures will follow the Regular Navy system.

• NAVYMEN TO SEE ROME OLYMPICS—It's a long way from a Cedar Rapids farm, the San Francisco waterfront and the streets of Brooklyn to Rome's ancient hills, but more than 8000 lucky Sixth Fleet sailors will take in the spectacle of a lifetime late this summer—the 1960 Olympic Games.

Quick and coordinated action on the part of Commander Sixth Fleet, the Chief of Naval Personnel and the Naval Attache stationed at the U. S. Legation in Rome made it all possible.

Some 8400 tickets for track and field events and boxing matches on 31 August and 1, 7 and 8 September could be made available, it was learned, provided they were purchased now.

ComSixthFt fired off a dispatch to the Bureau, requesting a loan of the necessary funds. The loan is to be repaid by the ships comprising the Sixth Fleet at the time the Games are held. BuPers dipped into its Welfare and Recreation Fund and shot back the reply—here's the money, buy the tickets.

It's planned that on each of the four days of boxing, track and field events, a total of 2000 enlisted men and 100 officers who are interested will have an opportunity to attend the Olympic Games.

QUIZ AWEIGH

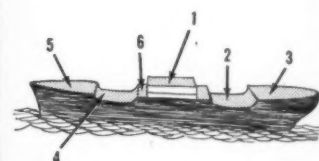
A smart sailor is a 4.0 sailor. Smartness is a combination of appearance, seamanship and leadership. Let's see how you meet the grade.

1. Navy men are expected to be properly groomed at all times. Hair must be neatly and closely trimmed. In length, it should not exceed (a) two inches, (b) two and one-half inches, (c) three inches.



2. The OOD aboard ship always carries a spy glass or binoculars. Ashore, the OOD can be distinguished by a/an (a) brassard, (b) side arms, (c) sword.

3. Here's an illustration of a ship's weather decks. Match the arrowed numbers with the correct titles listed below:



- Well deck.
- Forecastle deck.
- Poop deck.
- Superstructure decks.
- Main deck.
- Upper deck.

4. Naval leadership may best be defined as the art of (a) controlling the oceans through effective use of naval personnel; (b) inspiring and managing naval personnel to the end that battles may be won, (c) accomplishing the Navy's mission through people.

5. The over-all objective of General Order 21 is to (a) establish the Armed Forces Code of Conduct as an official part of naval policy, (b) serve as a guide in the basic principles of leadership, (c) re-emphasize and revitalize the inspirational, technical and moral aspects of naval leadership. Answers on page 47.

THE BULLETIN BOARD

Specialized Training Courses Established for New LDO's

MOST LIMITED DUTY OFFICERS will now receive functional-type technical training before they go to their first assignment. In the past, LDOs have gone directly to their first officer billet after completing a six-week officer indoctrination course at Newport, R. I.

Additional courses for LDOs were introduced last year as part of the program to overhaul the enlisted-to-officer promotion system.

According to BuPers Inst. 1540.39 which lists all the available schools, the program is divided into two phases; Phase I, which includes the six-week indoctrination at Newport, plus special courses pertaining to an LDO's future work; and Phase II, which is for the most part advanced or refresher work.

The indoctrination part of Phase I includes naval officer orientation, technical area (piloting, OOD general duties, etc.), naval leadership and UCMJ, operations, seamanship, and physical training.

The second part of Phase I is the specialty training. Almost every graduate of the indoctrination course at Newport will be assigned to one of these courses before they go to their first assignment. Those who do not, will be sent to school later. (See basic instruction for possible exceptions)

Here is the training LDOs in each category can expect:

DECK (one or more of the following courses, depending on the officer's next assignment):

- Damage control courses, U. S. Naval Damage Control Center, Philadelphia, Pa., or Damage Control School, Treasure Island, Calif. (10 weeks).

- Deck Watch Officer ASW (three weeks), Fleet Sonar School, Key West or San Diego.

- Officers CIC Indoctrination (three weeks), or CIC Officers course (three weeks), at Fleet Air Defense Training Center, Dam Neck, Va.

- CIC Watch Officers course (four weeks), Fleet Air Defense Training Center, San Diego.

- DESLANT Fleet Gunnery School, Newport, or Fleet Gunnery School, San Diego.

OPERATIONS (one or more of the following courses, depending on the officer's next assignment):

- CIC Officers Course (fifteen weeks), U. S. Naval Combat Information Center School, Glynco, Brunswick, Ga.

- Deck Watch Officer ASW (three weeks), Fleet Sonar School, Key West or San Diego.

- ASW Officers Course (eight weeks), Fleet Sonar School, Key West or San Diego.

- Officers CIC Indoctrination (three weeks) or CIC Officers (three weeks), Fleet Air Defense Training Center, Dam Neck, Va.

- CIC Watch Officers Course (four weeks), Fleet Air Defense Training Center, San Diego.

- Communications Officer Course (eight weeks), U. S. Naval School, Communications, Newport, R. I.

SURFACE ORDNANCE (one or more of the following, depending on the officer's next duty assignment):

- U. S. Fleet Gunnery School, San Diego.

- DESLANT Fleet Gunnery School, Newport, R. I.

- Nuclear Weapons Officers School, Newport, R. I.

- Nuclear Weapons Officers Course (five weeks).

- Nuclear Components Course (three weeks), Sandia Base.



"O.K., break it up! Haven't you ever seen a girl before?"

ORDNANCE CONTROL (one or more of the following, depending on the officer's next duty assignment):

- Officers SAM (Talos), 10 weeks.

- Officers SSM (Regulus), 10 weeks.

- Officers SAM (Terrier), 10 weeks.

- Polaris Missile—Polaris Weapons System Orientation (one week), Dam Neck; Polaris System Special Technology (six weeks), Dam Neck; 8-10 weeks at a civilian company in Sunnyvale, Calif.

- Polaris Fire Control—seven weeks at Dam Neck, and then nine weeks at a civilian company in Pittsfield, Mass.

- Polaris Guidance—seven weeks at Dam Neck, then nine weeks at a civilian firm in Pittsfield, Mass.

- Polaris Navigation—Navigation Control Familiarization (three weeks), Special Technology (six weeks) at Dam Neck, and then 6-15 weeks studying SINS, NAVDAC, and Loran "C" type equipment.

- Polaris Ordnance—Weapons System Orientation (one week), Ordnance Preparatory Course (three weeks), and seven to nine weeks at a civilian company in Sunnyvale, Calif.

UNDERWATER ORDNANCE (one or more of the following, depending on the officer's next duty assignment):

- Mine Warfare Courses needed for next duty assignment from the following offered at U. S. Naval Schools, Mine Warfare, Charleston, S. C.: Aviation Mine Warfare Familiarization (Officer), three weeks; Aviation Mines Maintenance (Officer), nine weeks; Submarine Mine Warfare Familiarization (Officer), one and one-half weeks; Submarine Mines Maintenance (Officer), seven weeks; Surface Mine Warfare Familiarization (Officer), three weeks; Mines Maintenance Course 20 weeks; or Minesweeping Officers (eight weeks).

- Basic Undersea Weapons Circuits (BUWC), seven weeks, at Ad-

vanced Undersea Weapons School, Key West, Fla., or San Diego, Calif., followed by appropriate maintenance course (3-10 weeks).

ADMINISTRATION

- Communications Officers Course (eight weeks), U. S. Naval School, Communications, Newport, R. I.; or Naval Justice School, Newport, R. I. (seven weeks).

CRYPTOLOGY

- A new LDO Officer Cryptology Course, which includes analytical training, operations, processing, and instructor training, (about 16 weeks), will be offered at the U. S. Naval Communications Training Center, Imperial Beach, Calif.

ENGINEERING (one or more of the following, depending on your next duty assignment):

- DESLANT or CRUESPAC Engineering Course (14 weeks).
- Prospective Engineer Officers Course (five weeks), Mine Warfare School, Charleston, S. C.
- Prospective Engineer Officers Course (steam), six weeks, at Fleet Training Center, San Diego.
- Prospective Engineer Officers Course (diesel), five weeks, at Fleet Training Center, San Diego.
- PHIBLANT Engineer Officer Replacement Training Course (steam), five weeks.
- PHIBLANT Engineer Officer Replacement Training Course (diesel), two weeks.
- PHIBLANT Engineer Watch Officer Course (three weeks).
- Any Officer course at Damage Control Training Center, Philadelphia or Damage Control School, Treasure Island, Calif. (4-10 weeks).

Philadelphia or Damage Control School, Treasure Island (4-10 weeks).

HULL

- Any Officer course at Damage Control Training Center, Philadelphia or Damage Control School, Treasure Island, Calif. (4-10 weeks).

ELECTRONICS

- Electronics Officers (Maintenance) Course (one year), Service Schools Command, U. S. Naval Training Center, Great Lakes, Ill.

ELECTRICIAN

- New course to be developed.

BANDMASTER

- On-the-job training at U. S. Naval School of Music, Washington, D. C.

AVIATION OPERATIONS

- AGO School (selected areas), Jacksonville, Fla., (eight weeks),

plus one of the following: Air Traffic Control Officers Course, Olathe, Kans. (twelve weeks); Air Control Course, Glyncro, Ga. (five weeks); CIC Officers Course (fifteen weeks), Glyncro, Ga., and Naval Aviation Observer (Controller) Course; Catapult Course, Philadelphia (seven weeks) (selected portions appropriate to officer's next duty); Arresting Gear and Optical Landing Gear (selected portions appropriate to officer's next duty); Aviation Fuel and Inert Gas Systems, Philadelphia (seven weeks); Air Intelligence School, Washington, D. C.; and Survival Equipment Training.

For additional information and details on the technical training of Limited Duty Officers, see BuPers Inst. 1540.39. (cont. next page)

HOW DID IT START

Foul Anchor

It is fairly certain that the "foul anchor" insignia (often referred to as "fouled anchor") originated in England. Exactly when and by whom seems to be a little hazy.

A Royal Navy lieutenant told us this story some years ago: "The foul anchor as a naval badge got its start as the seal of the Lord Admiral of England (Lord Howard of Effingham) at the time of the defeat of the Spanish Armada in 1588."

In 1691, it is recorded elsewhere, the British Admiralty asked that a silk flag, with the anchor and cable, be made for the admiralty barge. Then in 1725, probably to be more artistic, a slight change was made to the flag's anchor and the cable was twisted around the stock, creating the foul anchor.

Even though it describes a rather unseamanlike condition, from there on the foul anchor was here to stay. It remained on the Admiralty Flag until 1815, at

which time the anchor was again cleared. The anchor on the Admiralty flag still remains clear today, but the fouled anchor can still be found on Royal Navy buttons, official seals and cap badges.

Why the U. S. Navy adopted the foul anchor it is uncertain. It may have been just because it looks better, or it may be chalked up as another custom we adopted from the older British Navy.

Apparently the first mention of a foul anchor insignia in the U. S. Navy appeared in the 1797 Uniform Regs which provided for "a blue uniform with buff lapels with gold epaulets for the Captain and the buttons of yellow metal having a foul anchor and the American eagle on them."

Some 30 years later, in 1830, midshipmen wore on their collars "a foul anchor embroidered in gold under the oak leaf and acorns."

Since this early use, the foul anchor has continued to increase in popularity.

In 1852, embroidered devices for the front of officer's caps replaced the gold bands, and the foul anchor was made a part of many cap devices.

Over the years Navy uniforms have continued to change, but the foul anchor has stayed. In 1869, the officer's shield and crossed foul anchors as we know them today was adopted.

Today, almost every time an anchor is used on a Navy uniform or as an insignia, the anchor is fouled. The rating insignia of a boatswain's mate, the specialty designator for Boatswain and Chief Boatswain are three of the few exceptions.

Navy Revises Regulations on Early Separation for College

The Navy has changed its policy of granting early separation of enlisted personnel to attend college to conform with standardized procedures established by the Department of Defense for all branches of the Armed Forces. (See page 59 in February 1960 issue.)

Under this revised plan, enlisted personnel who have been accepted for college may be separated within three months of their expiration of active-obligated service and, within this limitation, not earlier than 10 days before the date of registration as prescribed by the educational institution. Details are spelled out in BuPers Instruction 1910.12C.



THE BULLETIN BOARD

AVIATION ORDNANCE

• The following courses are available: AGO School (selected portions); Air Traffic Control Officers Course, Olathe, Kans. (12 weeks); Air Control Course, Glyncro, Ga. (five weeks); Naval Air Armament and Weapons Systems School (15 weeks), Jacksonville, Fla.

• One or more of the following courses may be taken as appropriate for an LDO's next duty assignment: *Sparrow III* Course (15 weeks), Naval Air Mobile Trainer; Aero 19G Course (10 weeks), Naval Air Mobile Trainer; *Sidewinder* (one week), Naval Air Mobile Trainer; Systems Courses appropriate to next duty assignment.

AVIATION MAINTENANCE

• The following courses are available: ACO School (selected portions); Aircraft Maintenance Officers Course (12 weeks), Memphis; Mobile Trainer Course appropriate to next duty assignment.

• One or more of the following courses may be taken as appropriate with your next duty assignment: O & R Systems Training, Factory Training as appropriate, and Survival Equipment Training.

AVIATION ELECTRONICS

• The following courses are available: AGO School (selected portions); and Electronics Technical Officer Course (56 weeks), Memphis.

• One or more of the following may be taken as appropriate for your next duty assignment: Fleet Airborne Electronics Training Units, training as appropriate; Naval Air Mobile Trainer (M), as appropriate; O & R Systems Training; and Factory training.

METEOROLOGY

• A small number of officers whose next duty requires it, will take Electronics Officer (Maintenance Course) (one year), at Service School Command, U. S. Naval Training Center, Great Lakes, Ill.

• A new course will be developed at the Naval Air Technical Training Unit, Lakehurst, N. J., to provide instruction in advanced technical information not now taught in Aerographer's Mate School (Class B) or at the graduate level.

PHOTOGRAPHY

• On-the-job training at U. S. Naval Photographic Center, Washington, D. C., will be provided and announced at a later date.

SUPPLY

• Basic Qualification Course (26 weeks), U. S. Navy Supply Corps School, Athens, Ga.

CIVIL ENGINEER

• Required—Basic CEC Course (eight weeks) at the U. S. Naval School, CEC Officer, Port Hueneme, Calif.

• Selected courses as appropriate for individual concerned: Select CEC Course (two weeks each) in Public Works, Contract Administration, Naval Construction Forces, and Advanced Base Construction; Disaster Engineering Course (two weeks); Atomic Defense Engineering Courses (two weeks each) in Atomic Defense Engineering Construction, Structural Dynamics, and Radiation Shielding.

Phase II training will consist of the following, or of such parts that are appropriate to the category and qualifications of each individual LDO, his prospective duty assignment or assignments, and consistent with the needs of the Navy.

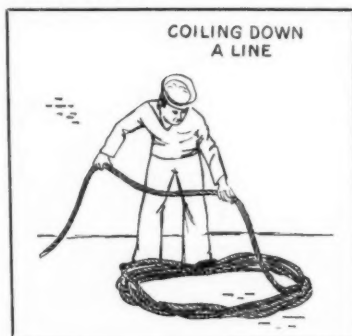
• Courses at the U.S.N. Post-graduate School for those officers who meet the requirements in the effective BuPers Notice 1520.

• Refresher-type training, including courses listed in Phase I (or revisions thereof).

• Training in new development technology, particularly those dealing with specific equipment to be used at an individual's duty assignment. This will include appropriate factory training and field visits to locations where new equipment is being developed or utilized.

Officer Promotion Study Plans will be revised and periodically updated to establish requirements and courses of study for each Limited Duty Officer category.

Grains of Salt—



DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs and NavActs as well as current BuPers Instructions, BuPers Notices, and SecNav Instructions that apply to most ships and stations. Many instructions and notices are not of general interest and hence will not be carried in this section. Since BuPers Notices are arranged according to their group number and have no consecutive number within the group, their date of issue is included also for identification purposes. Personnel interested in specific directives should consult Alnavs, NavActs, Instructions and Notices for complete details before taking action.

Alnavs apply to all Navy and Marine Corps commands; NavActs apply to all Navy commands; BuPers Instructions and Notices apply to all ships and stations.

Alnavs

No. 2—Reminds all hands of the necessity of declaring dutiable articles when clearing customs.

Instructions

No. 1910.12C — Establishes a standardized policy with respect to discharge or release of enlisted personnel before normal expiration of active-obligated service for the purpose of entering or returning to college or equivalent institution.

Notices

No. 1300 (8 February)—Advised ships and activities of the plan for filling ex-warrant officer billets which are being deleted as a result of the decision to phase down the warrant officer program.

No. 1418 (16 February)—Announced that E-4 and E-5 personnel serving in critical ratings may be recommended to participate in proficiency pay examination in May.

Navymen Receive High School GED Test Certificates

Thirty-two members of the attack aircraft carrier *USS Independence* (CVA 62) got the Navy equivalent of their high school diplomas recently.

A ceremony took place while the 60,000-ton super-carrier was operating in the Atlantic off the coast of Virginia. The 32 Navymen, who had joined the service before completing their high school courses, were awarded USAFI High School General Education Development Test Certificates.

The off-duty hours of study these men devoted to the GED test will pay off in a variety of ways. The Navy, for example, recognizes these

certificates as the equivalent of high school diplomas for all basic purposes.

In addition the *Independence* sailors have submitted their GED test results to their respective State Education Departments in order to apply for High School diplomas or Equivalency Certificates. Furthermore, many U. S. colleges and universities recognize successful completion of the High School GED tests as qualifying for admission.

Navy Sets Up New Policy For Redesignation of Restricted Line Officers

The Navy has changed its policies on restricted line officers to enable them to seek redesignation as unrestricted line officers.

This change, based on a recommendation by the Committee on Organization of the Department of the Navy, has been put into effect by BuPers Inst. 1210.10, which sets forth general procedures for such redesignations.

The instruction applies to all restricted line officers of the Regular Navy and Naval Reserve in the following categories:

Engineering Duty Officers (General-Code designators 14xx)

Engineering Duty Officers (Ordnance-Code designators 145x)

Aeronautical Engineering Duty Officers (General-Code designators 151x)

Aeronautical Engineering Duty Officers (Aerology-Code designators 153x)

Special Duty Officers (Communications-Code designators 161x)

Special Duty Officers (Law-Code designators 162x)

Special Duty Officers (Intelligence-Code designators 163x)

Special Duty Officers (Photography-Code designators 164x)

Special Duty Officers (Public Information-Code designators 165x)

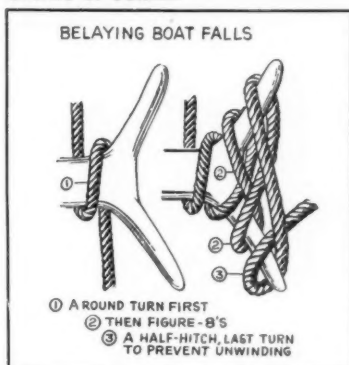
Special Duty Officers (Psychology-Code designators 166x)

Special Duty Officers (Hydrography-Code designators 167x)

(Limited Duty Officers are not affected by the new directive. Those LDOs seeking designation as unrestricted line officers will continue to make their applications in accordance with BuPers Inst. 1120.12G.)

Officers now designated as Special Duty (Hydrography) and Special

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Duty (Photography) may continue under their present designations. However, no additional officers will be designated for special duty in those fields.

Legislation will be proposed to establish a Judge Advocate General (JAG) Corps, and to transfer to that corps Special Duty Officers (Law-Code designator 162x) who are on active duty. Individual requests for such transfers will not be required.

Legislation will also be proposed to authorize the involuntary redesignation of all Aeronautical Engineering Duty Officers (General-Code designators 151x) to the unrestricted line. This legislation will contain provisions protecting promotion opportunities for former AED officers. Since officers who are redesignated to the unrestricted line before that legislation is passed would be deprived of that protection, requests for redesignation will be approved only if:

- A vacancy exists in the appropriate grade.
- The qualifications of the officer

ANSWERS TO QUIZ AWEIGH

1. (c) Three inches.
2. (a) Brassard.
3. a.—4—Well deck.
b.—5—Forecastle deck.
c.—3—Poop deck.
d.—1—Superstructure deck.
e.—2—Main deck.
f.—6—Upper deck.
4. (c) Accomplishing the Navy's mission through people.
5. (c) Re-emphasize and revitalize the inspirational, technical and moral aspects of naval leadership.

This month's quiz aweigh is on page 43.

are such that there is no doubt he can perform the duties expected of him in the unrestricted line.

- The officer is being rotated to new duty and the billet to which he will be assigned is such that an unrestricted line designator is mandatory.

Officers seeking redesignation from restricted to unrestricted line should direct their requests to the Chief of Naval Personnel (Pers B76) as follows:

- If the officer is on active duty, his request shall be forwarded via his commanding officer.

- If he is on inactive duty, not participating in a Reserve program, his request shall be forwarded via the commandant of the naval district in which he resides, or the Chief of Naval Air Reserve Training, as appropriate.

- If he is on inactive duty, participating in a Reserve program, his request shall be forwarded (1) via the commanding officer of the Reserve unit to which he is attached, and (2) via the commandant of the naval district in which he resides—or via the Chief of Naval Air Reserve Training, as appropriate.

Officers requesting redesignation will be considered and selected by formal board action, either by new boards or by boards already in existence.

Officers selected by the boards must be capable of competing with their contemporaries in the unrestricted line, and will immediately be assigned to duty which will enhance this capability. In cases where a prospective selectee will be in the promotion zone in the same year he is selected for transfer to the unrestricted line, his redesignation will normally be deferred until he has been considered for promotion in his present code designator. This is to make sure adequate fleet performance records are established for redesignated officers before they become eligible for selection to the next highest grade.

In accordance with the Officer Grade Limitation Act, redesignations will normally be made as vacancies occur.

The career management concepts for unrestricted line officers will be altered to require increased use of an officer's technical specialty training in his duty assignments.

A Roundup for Navymen Voting in the 1960 Primary Elections

IT'S ELECTION YEAR once again and as a Navyman and a citizen, it's your privilege (and responsibility) to vote. You may exercise this privilege in the presidential, local and in the primary elections too.

And in most cases, you may do so with a minimum of red tape—right aboard your own ship or station. You may, that is, if you are a qualified voter, and take advantage of "The Federal Voting Assistance Act of 1955." This law permits you to vote in the general elections, and in some cases the primary elections of your home state, through an absentee ballot.

All 50 states now allow military personnel to vote by absentee ballot. If you are a legal resident of the District of Columbia, you have no voting privileges. Puerto Rico and the Virgin Islands also prohibit absentee voting.

Before you can register and vote, you must meet the eligibility requirements of your home state. Here are a few facts about your eligibility and the laws concerning your voting privileges:

AGE

All states except Georgia and Kentucky require that a person be 21 years of age in order to vote in a general election. In both Georgia and Kentucky, however, 18-year-olds can vote.

Two states, North Carolina and Indiana, allow a person to vote in the primary elections if he or she is 21 years of age by the date of the general election.

A primary election is one in which members of specific political parties vote to choose their party's candidates. In some states, officials, such as delegates to party conventions, are also elected at this time. Dates for primaries are set by the state and vary from state to state.

Some states hold a separate primary for each of the principal political parties; in others, only the major political party holds a primary. A second or runoff primary is held in some states if no one candidate for a certain office receives a majority or specified percentage of the votes cast. These second or runoff primaries are usually held about a month after the primary elections. (See state by state listing of sched-

uled primaries at the end of this article.)

RESIDENCY

Every state requires a minimum period of residency as a prerequisite to voting. These requirements vary from state to state. In some, six months' residency is all that is needed. In others, one must have been a state resident for one or two years.

South Dakota, for example, requires a voter to be a resident of the U. S. for five years, a state resident for one year, a county resident for 90 days and a resident of the precinct for 30 days.

Usually, the state, city or county (or township or parish) in which you lived before entering the Navy is considered to be your legal residence for voting purposes—unless you have changed your legal residence while in the Navy.

Most states provide that time spent in the Navy may be included in the total residence requirement. For example, if the minimum residency requirement is two years and a person has lived in that state one year and then in the Navy for one year, he will have fulfilled the minimum residence requirement of two years.

A few states, however, require that a person shall have met the residency requirements before entering the service in order to qualify for voting by absentee ballot. If you have any doubt about the requirements of your state, you should

check with your Voting Officer. And even if you think that you have all the facts down pat, consult your Voting Officer anyway; he might have some more recent information of which you are not aware.

REGISTRATION AND APPLICATION

Most states require a person to be registered before voting and most of them also permit absentee registration. A few states require registration to be completed before election day. The procedures vary from state to state so you should check with your Voting Officer to see just what's what.

In some states where registration is required, it's accomplished automatically when the absentee ballot and the attached registration affidavit have been properly executed and returned to the appropriate official.

A few states require re-registration periodically. All states will now accept the Federal Post Card Application for ballot (Known as the FPCA or Form 76) from persons desiring to vote. These post cards are available to all personnel on active duty and their dependents. You may obtain them from your Voting Officer.

Be sure to make all necessary applications as early as your state will permit as the time element is most important. Check with your Voting Officer for the details concerning the policies and procedures and where to send these applications.

If you are a qualified voter, it is your privilege—and duty as a citizen—to cast your vote in every election.

Check with your Voting Officer as soon as possible. He will also have information concerning the absentee voting privileges of your wife—if she has any.

Here's a rundown of the forthcoming primary elections. If your state holds them, and you want to vote, your voting officer can quickly advise you of the requirements. He'll give you necessary forms and tell you just what you need to do.

In addition, there should be a copy of the pamphlet, "Voting Information 1960" (Nav Pers 15849D) posted on your bulletin board or available for your inspection.

David J. Majchrzak, DN, USNR



"I've been on a diet, I don't even eat between snacktimes anymore."

1960 PRIMARY ELECTIONS

State	Date of Primary	To Vote On The Following	Other Primary Elections
Alabama	3 May	To nominate Federal and State officers and Presidential Electors; to elect National Committee members and delegates to National Democratic Convention.	2nd or Runoff Primary—31 May
Alaska	2 August	To nominate Federal and State officers.	
Arizona	13 September	To nominate Federal, State, local officers.	
Arkansas	26 July	To nominate Federal, State, local officers; vote on three proposals of State Legislature.	2nd or Runoff Primary—9 August
California	7 June	To express Presidential Preference; nominate Federal and State officers; elect Delegates to National Conventions.	Presidential Primary— 7 June
Colorado	13 September	To nominate Federal, State, county officers.	
Connecticut	Varies		
Delaware	20 August	To elect county officers.	
Florida	3 May	To nominate Federal, State, county officers.	Presidential Primary and 2nd or runoff Primary—24 May
Georgia	Democratic 14 September	To nominate Federal, State, county officers.	
Hawaii	1 October	To nominate one U. S. Representative.	
Idaho	7 June	To nominate Federal, State, county officers.	2nd or Runoff Primary—28 June
Illinois	12 April	To express Presidential preference; elect Delegates to National Conventions, Representative, Ward, and Precinct Committeemen. To nominate Federal, State, and county officers.	School Elections— 5-12 April Presidential Primary— 12 April Judicial Election— 6 June Presidential Primary— 3 May
Indiana	3 May	To express Presidential preference and elect Delegates to State Conventions; to nominate Federal, State, local officers.	
Iowa	6 June	To nominate Federal, State, and local officers.	
Kansas	2 August	To nominate Federal, State, local officers; to elect Precinct Committee members.	
Kentucky	24 May	To nominate Federal officers.	
Louisiana	27 August	To nominate Federal officers.	2nd Primary— 1 October
Maine	20 June	To nominate Federal, State, county officers.	
Maryland	17 May	To express Presidential preference, and elect Delegates to National and State Conventions; to nominate Federal officers.	Presidential Primary— 17 May Presidential Primary— 26 April
Massachusetts	20 September may be changed to 13 September	To nominate Federal, State, local officers.	
Michigan	2 August	To nominate Federal, State, local officers.	
Minnesota	13 September	To nominate Federal, State, local officers.	
Mississippi	23 August	To nominate Federal officers.	2nd or Runoff Primary—13 September
Missouri	2 August	To nominate Federal and State officers.	
Montana	7 June	To nominate Federal, State, local officers.	
Nebraska	10 May	To express Presidential preference; elect Delegates to National Conventions; nominate Federal, State, local officers; vote on Constitutional Amendments.	
Nevada	6 September	To nominate Federal and State officers.	
New Hampshire	13 September	To nominate Federal, State, local officers.	Presidential Primary was held 8 March Presidential Primary— 19 April
New Jersey	19 April	To express Presidential preference and elect Delegates to National Conventions; to nominate Federal, State, local officers.	
New Mexico	10 May	To nominate Federal and State officers.	
New York	7 June	To nominate Federal, State, local officers; to elect State and County Committee members.	
North Carolina	28 May	To nominate Federal, State, local officers.	2nd or Runoff Primary—25 June
North Dakota	28 June	To nominate Federal and State officers; vote on Constitutional Amendments.	Special Election— 28 June
Ohio	3 May	To express Presidential preference and elect Delegates to National Conventions, and members of State and County Central Committees; to nominate Federal, State, local officers.	
Oklahoma	5 July	To nominate Federal and State officers and Presidential Electors.	2nd or Runoff Primary—26 July

(cont. next page)

1960 PRIMARY ELECTIONS (cont.)

State	Date of Primary	To Vote On The Following	Other Primary Elections
Oregon	20 May	To express Presidential preference; elect Delegates to National Conventions, and National Committee members; nominate Federal, State, local officers.	Special—20 May Presidential Primary—20 May
Pennsylvania	26 April	To express Presidential preference; elect members of State Committees and Delegates to National Conventions; nominate Federal and State officers.	Presidential Primary—26 April
Rhode Island	Republican 19 September Democratic 28 September	To nominate Federal, State, local officers.	
South Carolina	14 June	To nominate Federal and local officers.	2nd or Runoff Primary—28 June
South Dakota	7 June	To express Presidential preference; elect Delegates to National Conventions, and political party officers; nominate Federal, State, local officers.	
Tennessee	4 August	To nominate Federal and State officers; elect county officers; vote on referendum.	
Texas	7 May	To nominate Federal, State, local officers; elect members of County Executive Committees.	2nd or Runoff Primary—4 June
Utah	13 September	To nominate Federal, State, local officers.	
Vermont	13 September	To nominate Federal, State, local officers.	
Virginia	12 July	To nominate Federal officers.	2nd or Runoff Primary—16 August Municipal—14 June
Washington	13 September	To nominate Federal, State, local officers.	
West Virginia	10 May	To nominate Federal, State, county officers; elect County Education Boards and Delegates to National Conventions.	
Wisconsin	13 September	To nominate Federal, State, local officers; elect Precinct Committee-men.	Presidential Primary—5 April
Wyoming	16 August	To nominate Federal and State officers.	

List of New Motion Pictures Scheduled for Distribution To Ships and Overseas Bases

The latest list of 16-mm. feature movies available from the Navy Motion Picture Service, Bldg. 311, Naval Base, Brooklyn 1, N. Y., is published here for the convenience of ships and overseas bases. The title of each picture is followed by the program number.

Those in color are designated by (C) and those in wide-screen processes by (WS). Distribution began in February.

These films are leased from the movie industry and distributed free to ships and most overseas activities under the Fleet Motion Picture Plan.

The Wreck of the Mary Deare (1455) (C) (WS): Melodrama; Gary Cooper, Charlton Heston.

Happy Anniversary (1456): Comedy; David Niven, Mitzi Gaynor.

The 30 Foot Bride of Candy Rock (1457): Comedy; Lou Costello. —30—(1458): Drama; Jack Webb, David Nelson.

Beloved Infidel (1459) (C) (WS): Biographical Drama; Gregory Peck, Deborah Kerr.

The Wonderful Country (1460) (C) Western, Robert Mitchum, Julie London.

Sea Fury (1461): Drama; Stanley Baker, Victor McLaglen.

Career (1462): Drama; Dean Martin, Shirley MacLaine.

The House of Intrigue (1463) (C) (WS): Melodrama; Curt Jurgens, Dawn Addams.

Four Fast Guns (1464) (WS): Western; James Craig, Martha Vickers.

Oklahoma Territory (1465): Western; Bill Williams, Gloria Talbot.

But Not For Me (1466): Comedy;

Clark Gable, Carroll Baker.

The Miracle (1467) (C) (WS): Drama; Carroll Baker, Roger Moore.

Five Gates to Hell (1468) (WS): Melodrama; Dolores Michaels, Neville Brand.

Never so Few (1469) (C) (WS): Melodrama; Frank Sinatra, Gina Lollobrigida.

Vice Raid (1470): Melodrama; Mamie Van Doren, Richard Coogan.

Professional Qualifications Set for Promotion of Active Duty Naval Officers

If you are an active duty naval officer who has been selected for promotion to LT, LCDR, CDR, CAPT or CWO (W2, 3, or 4), you have one year from the date the Alnav which announced your selection was issued to qualify yourself professionally.

These qualifications may be established in several ways. You may complete certain prescribed correspondence courses, write formal papers if required, attend resident courses, or take a written professional examination. (Written professional exams are available only to LCDRs and CDRs who want to use

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the alternate method of satisfying the 08—Strategy and Tactics—and 013 and 015—Logistics—professional requirements established in BuPers Inst. 1416.1E, Enclosure 4.)

Professional qualifications for officers of the Medical Corps, Dental Corps, Medical Service Corps, and Nurse Corps are prescribed by the Chief of the Bureau of Medicine and Surgery. The below information, pertaining to professional qualifications, applies to officers in the other categories.

If you choose to take correspondence courses, you must complete the end-of-course examinations (if they are offered) before satisfactory course completion can be certified.

If you are the only active duty naval officer at your activity, the end-of-course examination may be administered by one of the following (in order of preference):

- Active duty officer of the Marine Corps, Coast Guard, Army or Air Force.
- Inactive duty naval officer.
- Inactive duty officer of the Marine Corps, Coast Guard, Army, or Air Force.
- If overseas, and none of the above are reasonably available, a Foreign Service Officer may administer the test.

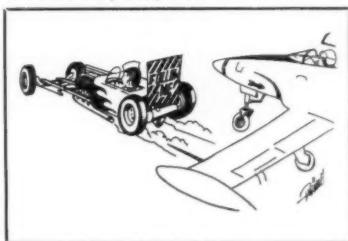
Before the end of the year following your selection, your records will be examined by your commanding officer, who will determine your eligibility for promotion as listed in Bureau instructions and report his findings to the Chief of Naval Personnel.

Besides the above professional qualifications, all officers selected must be physically examined after selection.

In addition to these qualifications, a male lieutenant or above, who is either a permanent Regular Navy line officer or an LDO, must have at least two years' sea or foreign service from the date his name was placed on a promotion list for promotion to the grade in which he is serving. (The date placed on the promotion list is the date the President approves the report of the selection board; it is not necessarily the officer's date of rank.)

Actual promotion of an officer is effected when a vacancy exists in the higher grade for which he has

All Navy Cartoon Contest
R. S. Dwinell, EN1, USN



been selected, but then only if he is found qualified for such promotion. More details may be found in BuPers Inst. 1416.2D.

Here's Brief Summary of the Latest Changes to BuPers Manual That May Affect You

The first change to the new (1959) *BuPers Manual* has now been distributed. Some of the subjects with which it deals are:

Revised regulations on diving pay for Master Divers.

Revision of the records disposal schedule.

The delegation of authority to initial facsimile signatures in service records of Inactive Reservists.

A clarification of the instructions for completing Enlistment Contracts.

Revised instructions for preparing the Record of Emergency Data.

Instructions for recording a retroactive restoration of rate.

A clarification of instructions for recording the disbursing officer's symbol number on page 7 of the Enlisted Service Record.

Revised instructions for the disposition of pages 8 and 9 of the Enlisted Service Record.

Instructions on proceed time for NROTC graduates.

A new article on travel time in connection with call to or release from active duty.

Incorporation of guidelines for granting emergency leave.

A new paragraph on leave in connection with TAD.

New information on the Officer Leave Request and Authorization (NavPers 2644).

UDT qualification requirements for enlisted men.

A revision in Naval Aviator qualifications.

Instructions for informing separations of service obligations.

A clarification regarding the place

of separation for personnel eligible for separation under various conditions.

Clarified instructions on release to inactive duty of Naval Reservists and Fleet Reservists.

A revision in the sample paragraphs of standard final endorsement for Naval officers' separation orders.

A revision in the instructions for reports by chaplains to eliminate the requirement for an annual report to be forwarded to the Secretary of the Navy.

Revised instructions for closing out service records and preparing and maintaining Fleet Reserve service records.

A new concept of District and National Naval Reserve Policy Boards.

A new article on the regulations governing exemption or deferment from induction through participation in Naval Reserve training.

A major revision to incorporate the Selected Reserve concept in the *Manual*.

A new article on the pay status of certain Reservists who are members of Specialist Units.

Revised instructions on the issuance of clothing to enlisted Reservists.

Information on preparing the fitness reports of Reserve officers on inactive duty (From NavPers 937).

Revised instructions for the issuance of orders to inactive-duty training and to active duty for training.

New articles on assignment to and transfers between Reserve categories.

Revised regulations on the discharge of Naval Reservists.

A revision in the instructions covering overseas travel and residence by Reservists.

Revised regulations concerning the civil employment of Naval Reservists.

A new article on the training of inactive Reservists residing or traveling overseas.

In addition to the above, Change One of the *Manual* also contains modifications of articles dealing with assorted other subjects, a number of pen-and-ink changes and a list of articles which are being modified or held in abeyance by SecNav and BuPers directives.

Your Stay Should Be Quite Merry When You Go Londonderry

LONDONDERRY, Northern Ireland, can be a very pleasant duty station, as you will learn if you're ever assigned there.

However, as is the case with most places, it's good to know beforehand what a new station will be like. So, for the benefit of those who may be going there or who may be thinking about seeking duty there, here's a rundown to help you get started on the right foot.

The U. S. Naval Radio Facility, Londonderry, Northern Ireland, is located on two tracts of land on the outskirts of the city of Londonderry. The Receiver site is referred to as Clooney. The Transmitter is approximately one mile away at Rosstowney. Its mission is the operation and maintenance of radio transmitting and receiving facilities for the U. S. Naval Communication Facility, London, England. It is a component of the U. S. Naval Communication Facility, London.

Navymen and their families come by way of London, England. There are two points of entry: Southampton for surface arrivals, and Mildenhall Air Force Base for MATS.

Climate—The climate of Northern Ireland is temperate but very damp. The temperature range is very narrow, 30 degrees minimum in winter, 75 degrees maximum in summer. Rainfall is heavy regardless of the season and it rains about 200 days out of the year. During the winter months the rainfall causes the cold to be damp and penetrating, dictating a greater use of heavier clothing and rainwear.

Customs and Traditions—Religion plays a prominent part in the Irish way of life, and there are many churches in Londonderry. Feelings of the local population are very strong on this subject, and discussion of religion is to be avoided.

Everyone stands when the British anthem is played, and it is heard at most public functions. It is "God Save the Queen," (our "America" has the same tune) so you will recognize it immediately.

Some of the local rules and regulations may seem strange. The pubs for instance, close at 2200. The Irish are used to "queueing up" at bus stops, and there are signs telling which side to line up on. "Queue-

jumping" is frowned upon. Smoking is permitted on the buses, but only in the rear seats. Cars drive on the left-hand side of the street.

The Northern Irishmen volunteered in large numbers to fight with the British in World War II. None had to be drafted. They fought this war alone for quite a while and their losses were heavy. They are proud of their status as part of the British Commonwealth and are loyal to the throne.

During and after the war the country suffered economically and things are only now letting up. The people are heavily taxed and the standards of pay are not the same as in the United States, therefore lavish or foolish display of money can be a sensitive matter.

The people prefer tea to coffee, and the four-o'clock tea-time is a traditional custom. They eat dinner much later in the evening than Americans do.

Tipping—One shilling (14 cents) per bag is considered the proper tip for porter service for less than 10 bags; sixpence each for over 10 bags. A taxicab tip of 10 per cent, or one or two shillings per person is considered appropriate.

Housing—There are 30 units of married enlisted quarters (MEMQ) and five units of married officers quarters (MOQ) located on the station. These quarters are of brick construction and consist of: 16 three-bedroom (MEMQ); 14 two-bedroom (MEMQ); one two-bedroom (MOQ); and two four-bedroom (MOQ) units.

The units are comfortably furnished except for linen, dishes, cook-

ing utensils and silverware.

All personnel reporting on board will be placed on a housing waiting list in order of reporting on board. While awaiting assignment to government quarters, there are a limited number of houses available for rental in Londonderry. These are substandard in comparison with those usually available in the United States.

Personnel reporting to the facility have not experienced undue delays in finding some type of local housing. Limited hotel facilities are available for use until housing is located, but are expensive.

DO NOT bring items of furniture with you that are available in quarters, as there are no adequate storage facilities. Do not bring deep freezers as there is no space in quarters for installation. Television sets should not be brought, as they will not function properly. Special electrical appliances such as radios, sewing machines and kitchen appliances should be brought. A normal supply of table and bed linens, china, cooking utensils and blankets should be brought.

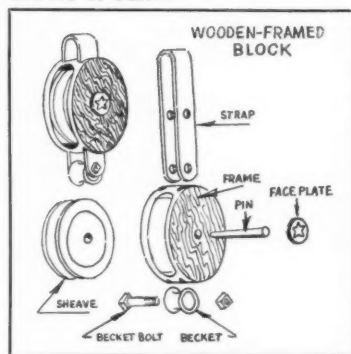
All electrical appliances should be checked before shipment to ensure their safe operation at 50 cycles. This is particularly true of phonographs or devices with automatic timers. The electric power in civilian housing is 220 volts 50 cycles, necessitating the use of transformers with all 110 volt American appliances; 110 volt 50 cycles is available on board the station. Electric clocks will not keep proper time on 50 cycle current.

Household effects usually arrive about two months from the date of shipment in the United States.

Automobiles—No restrictions are imposed on the importation of privately owned automobiles into Ireland which are in good mechanical order and safe operational condition. As shipment and delivery require several weeks by MSTs, there is ample time for personnel to comply with COMNAVACTS and British Customs regulations after reporting to the area for duty.

Only one car may be imported duty free. All automobiles must be shipped into Southampton, England, or Dublin, Ireland. There are ap-

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proximately 10 ships each month into Southampton and one each month into Dublin. If you pick up your automobile from Southampton and drive it to Londonderry, it will cost about \$75.00 including ferry charges and gasoline. Cost of bringing a car from Dublin is about \$25.00.

Should your car arrive on the same ship on which you are travelling, it can be picked up at Southampton about two days after reporting. The Supply Officer at NavSuppActs will advise you by letter when your car has arrived in the U.K. and explain the procedure for collecting it.

Most personnel have found that membership in one of the automobile clubs of England such as the Automobile Association (AA) or Royal Automobile Club (RAC) is of great help in clearing a car through customs and accomplishing necessary paper work.

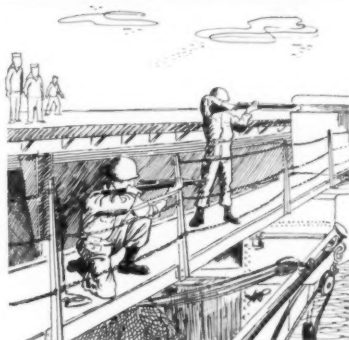
Vehicles may be entered free of duty and purchase tax, if a certificate is executed which binds the owner to export the car at a later date. However, sale to another U.S. Military individual who can execute the same agreement is permissible. Authority to sell an auto in the U.K. must be obtained from Commander, U.S. Naval Activities, London.

Spare parts and repairs on American cars are expensive. If you import an American car into the U.K. you are not permitted to import any other foreign car. Large American cars are more difficult to handle than small European cars because of parking conditions and the considerable number of narrow roads and streets.

Military personnel no longer have to obtain a British driver's license, but may drive in the U.K. on a valid U.S. license. Dependents are also authorized this privilege for one year from last entry into the U.K.

The British Government allows U.S. military personnel to purchase gasoline without tax for duty driving (including home to work). The gas is rationed, based on distance from home to work, and type of car operated. The ration is considered adequate for its purpose. Rationed gas is 25 cents per imperial gallon, and can only be bought at the Public Works Gas Pump, aboard the station. Commercial gasoline (petrol) is about 65 cents per gallon.

NOW HERE'S THIS



Sharp Shooter, Shark Shooter

uss Oriskany (CVA 34) has proved herself quite adept at ASW—anti-shark warfare, that is.

Considerable credit for her shark-shooting proficiency goes to PFC David G. Paul, USMC, of the ship's Marine Detachment. He and other Oriskany Marines were called out when a school of sharks was spotted in waters about nine miles south of Catalina Harbor, Calif.

With his M-1 rifle, he shot at seven of the seagoing menaces, killing six and missing one. Other Marines of the detachment knocked off two more of the finny terrors.

Cars can be bought for dollars from British dealers through the Navy Exchange with delivery taking from several weeks to several months. Such cars are purchased without paying the British tax, but must be exported or sold to another entitled person at the end of your tour.

American cars can be purchased at a slight discount, and free of Federal tax, from local representatives. Time of delivery varies considerably, depending on car make and model (at least one month). Only one duty-free or tax-free auto may be imported, but a second (British) vehicle may be purchased where bona fide need occurs. In such cases, at least one vehicle must be exported on termination of duty.

Your U.S. license plates are good for one year after the car is landed in the U.K. However, you are required to pay the British road tax after 90 days (about 36 dollars per year).

No motor vehicle may be driven in England without insurance. U.S. insurance companies do not generally write insurance for the U.K., and when they do, it is very expensive.

Therefore, British companies are generally used. The insurance rates vary according to make, model and year of car. Full coverage (including 10 pounds deductible for a late model, medium priced American car is about \$150. Proportionate rebate is given if no accidents occur during coverage.

Firearms—If firearms are imported they must be declared at Customs. Permits must be obtained both from the command and from the local police. Hunting laws are very different from those in the United States, and no one should attempt to go hunting without making inquiry. Good hunting is available locally in season.

Medical and Dental—Except for a small dispensary and the services of an HMC and an HM1, no medical or dental facilities are available. Military personnel receive necessary treatment and hospitalization through Royal Navy facilities. Cases that cannot be handled locally are air-evacuated to U. S. facilities in England or Germany.

Dental treatment for military personnel is available at Government expense by local dentists. Medical treatment for dependents is available from local physicians under the terms of the medicare program. Dental treatment for dependents is at the individual's expense.

Navy Exchange and Commissary—The Navy Exchange stocks a well balanced line of personal needs, household supplies, gifts and sundry items desired by Americans away from home. A "Special Order" department enables personnel to order items from the Navy Exchange in London when they are not locally available. Some major appliances of both U. S. and British origin are stocked in the Navy Exchange in London at a considerable saving. These are: washers, dryers, small and large refrigerators, automobiles, etc.

The Commissary carries canned and frozen foods, dry provisions and other housekeeping items. Meat, vegetables, bakery and dairy products are purchased on the local market at prices which compare favorably with United States prices.

Clothing—Bring a full sea bag. Small stores are not stocked on the station and replacement items must be obtained from London through

periodic orders, which naturally means a delay.

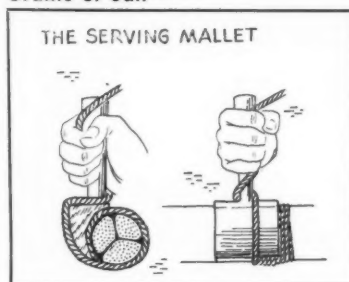
Civilian clothing for men is available locally. It is of very good quality and at a price commensurate with similar items in the United States. Most ready-made suits are of English style. If you are unable to find what you want in ready-made suits, you can have one tailored at about the same price. However, it takes about six weeks to have a suit tailored.

It is suggested that women purchase some of the clothes they think they will need before they leave the U. S.—especially cocktail dresses. Clothing may also be purchased here. You will enjoy shopping on the local market—particularly if you can wait and buy clothing on sale. Children's clothing for girls is easier purchased than that for boys. Girls' wool skirts and sweaters are obtainable, as are good, reasonably priced coats. Party dresses are expensive and it would be wise to bring one or two over. Boys' clothing is a problem, so it is suggested that you bring it with you.

Immunization Requirements—Immunization requirements for Northern Ireland are: smallpox, tetanus and typhoid, plus diphtheria if Schick test is positive. In addition, polio immunization is required for individuals under 40 years of age. All dependents anticipating travel to Northern Ireland should arrange to obtain an International Certificate of Vaccination (PHS-731) before leaving the U. S. The PHS-731 may be obtained from any uniformed service medical facility.

Pets—It is not recommended that pets be brought to Northern Ireland as the quarantine period for dogs

Grains of Salt—



and cats is currently six months at owner's expense. Cost of shipping pets commercially is approximately \$50.00 (cost assumed by owner). It is the responsibility of each owner to make arrangements. It is suggested that all such arrangements for overland movement of pets be made with an experienced travel agency.

Packing—Everybody is cautioned to pack sufficient clothing in their luggage to meet their needs for the first few weeks. Do not place clothing which you will need upon your arrival in with your household effects. Household effects may often be delayed. It would be wise to have your rainwear readily available. The temporary quarters you occupy while waiting assignment to government housing will generally be a hotel or a guest house, and will have only limited luggage space. If you arrive by surface you may expect your hold baggage to arrive in about 30 days.

Sports and Recreation—There are tennis courts, a softball field, soccer field, archery range, trap-shooting range, outdoor basketball court, horseshoe pits and a library aboard the station for the use of Navymen and their dependents. In addition,

Welfare and Recreation has fishing tackle that may be checked out for both fresh and salt-water fishing. Excellent salmon and trout fishing are available. The station maintains soccer and basketball squads which compete regularly with local teams. Movies are shown six nights a week in the station theater at no cost. Cycling and hiking are very popular forms of recreation, and the station has six bicycles that can be checked out on a daily basis.

There are two excellent golf courses in the vicinity. One is the City of Derry Golf Club at Prehen, which is located two miles from the city center on the Strabane Road (greens fee five shillings). The other golf course is the Lisfannon Golf Club at Fahan, County Donegal, approximately eight miles from Londonderry. Golf is very inexpensive and very popular with station personnel. Many famous golf links are located in Northern Ireland.

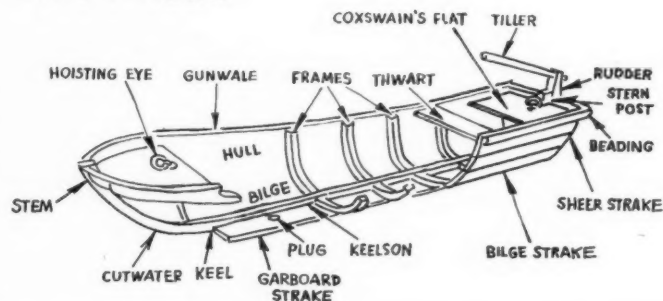
There are a number of municipal tennis courts throughout the city. There are several excellent beaches in the vicinity, and although the water is somewhat chilly, the bathing is excellent. Magilligan's Beach offers a particularly good spot for bathing and beach parties. Dancing and roller skating are popular pastimes in Londonderry, and the local dance halls and the roller rink are widely patronized.

Tours—The Loch Swilly Railway and Ulster Transport Authority run many interesting bus and railway tours around this particularly picturesque area. This sightseers' paradise is big enough to keep you busy for days. There is something for everyone in Northern Ireland.

Enlisted Men's Club—The Enlisted Men's Club is composed of two sections. There is a television lounge and a combination restaurant—bar section. This operates as a restaurant from 0700 to 1800 and acts as a bar from 1800 to closing time. The restaurant serves hot meals and sandwiches and offers the only messing facilities available. Mixed drinks, beer, soft drinks and sandwiches may be obtained while the club is operating as a bar.

Finance—There is no Disbursing Officer or general mess at this facility. It is recommended that personnel reporting have sufficient funds to maintain themselves and their de-

PARTS OF A BOAT



pendents for at least three weeks after their arrival. This includes the funds necessary for housing, meals and incidental expenses.

It is considered that a married man accompanied by dependents should have a minimum of \$250 upon reporting and a single man, or married man unaccompanied by his family, \$150.

Sterling is used in Londonderry; U. S. dollars are used in all station-sponsored facilities. Pay is by check and may be obtained in either sterling or dollars.

Mail—The station operates a post office offering complete service including money orders. Most mail arrives on the weekly flights from Blackbushe, England, each Tuesday, but arrangements have been made to dispatch and receive U. S. Mail through the British Postal Service on a daily basis. The British Postal Service delivers and picks up mail at the station twice daily.

Churches—Since religion plays a prominent part in the Irish way of life, there are many churches in Londonderry. There are many Roman Catholic Churches and those of almost all Protestant denominations. Greek Orthodox services are held periodically in the Church of Ireland (Episcopal). The nearest Jewish Synagogue is located in Belfast, 75 miles away.

Schools—The basic school system is one of primary and secondary schools. The primary schools offer what is basically a seven-year course, accepting children from five through 11 years of age. Children who are 11 or older on the first of July cannot attend the primary school term that fall, but must pass on to a secondary school. There are no foreign languages taught and no electives. Children in the age group from 11 to 15 years attend these secondary and intermediate schools. The so-called grammar schools are for tuition-paying students. These offer elective courses similar to those found in junior and senior high schools in the U. S. They are oriented toward college preparatory studies.

There is a local college known as Magee University College which is affiliated both with Trinity college in Dublin and Queens University in Belfast. It offers a limited curriculum and some night courses.

Films and Good Reading on the Subject of Leading

The library of available texts concerning leadership has been enlarged with the publication and distribution of a new book, *Principles and Problems of Naval Leadership*.

A volume containing 14 actual "case histories" in leadership, it analyzes and points out desirable and undesirable courses of action, and presents technical principles of psychology, ethics and management in a simple, practical and realistic manner.

Your command should have received a copy, but in case it hasn't, or if you'd like additional copies, they can be requisitioned from the U. S. Naval Supply Centers, Norfolk, Va., or Oakland, Calif., in accordance with NavSandA Pub-

lication 2002 (Requisitioning Guide and Index of Forms and Publications, Cognizance Symbol "I").

This book is the latest in a lengthy series of current publications and films intended as aids and guides toward the establishment of more effective naval leadership.

If your command doesn't have all or some of these publications available, they can be requisitioned through the same procedure outlined above. Films may be obtained from Navy and Marine Corps film libraries on a loan basis.

Below, you will find a list of publications and training films which are now available. As you will note, the films are not available for general distribution.

PUBLICATIONS	NAVPERS NO.
<i>Effective Naval Leadership</i> —A message to Commanding Officers from the Chief of Naval Personnel	15913
<i>Effective Division Officer Leadership</i> —A message to Division Officers on meeting the challenge of General Order No. 21	15914
<i>Leadership Discussion Guides (Officer)</i> —Guidelines for Heads of Department discussions with Division Officers	15915A
<i>Leadership Discussion Guides (Officer, Second Increment)</i> —See above	15915A-1
<i>Leadership Discussion Guides (Enlisted)</i> —Guidelines for Division Officers and Division Petty Officers	15916
<i>Leadership Discussion Guides (Enlisted, Second Increment)</i> —See above	15916-1
<i>Moral Leadership</i> —The protection of Moral Standards and Character Education Program	15890
<i>Department Head/Division Officer Leadership Check List</i>	15918
<i>Chief Petty Officer/Petty Officer Leadership Check List</i>	15919
<i>Effective Naval Leadership and the Code of Conduct</i>	15922
<i>The Armed Forces Officer</i>	15923
<i>Principles and Problems of Naval Leadership</i>	15924

LEADERSHIP FILMS

- The Challenge of General Order No. 21 (MN 8829a) (25 mins)*
Animated film in color. Outlines emphasis on naval leadership, demonstrating the three-fold aspect—personal, moral, managerial. Suitable for all officers and enlisted personnel.
- The Case of the Early Leave (MN 8829e) (15 mins)*
The Case of the Unmoved Files (MN 8829f) (15 mins)
Discussion-type films based on cases analyzed in the text *Principles and Problems of Naval Leadership* (NavPers 15924.) Designed to provide discussion of appropriate leadership principles among officers and senior petty officers.
- The Navy Way (MN 53211) (20 mins)*
Demonstrates that moral integrity and behavior of personnel have a direct bearing on their efficiency; shows the need for officer and petty officer interest in both on-the-job and leisure activities of personnel under them. For officers and petty officers.
- Use of Discussion (MN 8829b) (27 mins)*
Thinking Out Loud (MN 8829c) (35 mins)
These films illustrate techniques of conducting discussions within the context of the naval leadership program, and are designed for officers and senior petty officers who will be discussion leaders. Their use is restricted to certain controlled situations. Not for general viewing (BuPers Leadership Field Teams will provide specific recommendations for use of these films on request).

Feel You Could Do Better in Some Other Rating? Check This

IF YOU FEEL that you're a round peg in a square hole in your present rate and rating (and if you are not in one of the critical ratings) you may be eligible to change to another rating group in which you have a greater aptitude and interest.

Provisions for this are spelled out in BuPers Ins. 1440.5C which permits personnel to change their rating to one of their choice. *Such changes, however, will be approved only if they do not cause an undesirable effect on the over-all distribution of personnel through the Navy.* This Instruction supplements and supports the basic regulations governing change of rate or rating in the *BuPers Manual* and the Program for Adjustment of the Enlisted Rating Structure through formal school training and/or in-service training that was announced in BuPers Inst. 1440.18B.

In general, requests for permission for a change in rating will be approved by the Chief of Naval Personnel if:

- The requested change is to a less crowded rating.
- There is an allowance within the applicant's present duty station for the requested rating.
- Qualifications for the requested rating and eligibility requirements set forth in BuPers Inst. 1440.5C, as outlined below, are met.

Formal school training or "in-service" training to prepare for a change in rating will be approved only in the case of personnel qualifying under BuPers Inst. 1440.18B. Personnel who do not qualify under this or other special conversion programs must prepare for the change in rating through their own efforts by means of the appropriate training courses and publications.

The periodic BuPers Notice in the 1430 series setting forth the prospective advancement opportunities is a good guide as to the desirability of a given change in rating. (See page 56 in the January 1960 issue of *ALL HANDS* for the latest information.)

No changes in rate or rating other than for personnel in pay grades E-3 or below, as specifically authorized by Article C-7213 of *BuPers Manual*, may be made without the ap-



"Now aren't you glad I got you up for chow Joe . . . Joe . . . Joe!!"

proval of the Chief of Naval Personnel. All changes for personnel in pay grade E-4 and above will be authorized only in accordance with BuPers Inst. 1440.5C and 1440.18B.

These changes will be made only after the applicant has successfully completed an examination in the rate to which he desires to change. These examinations will be conducted at the same time and in the same manner as the regular scheduled examinations for advancement in rate that are normally held in February and August each year.

To be eligible to change your rate or rating under the provision of BuPers Inst. 1440.5C, you must:

- Be a volunteer.
- Complete the required training courses, practical factors and performance tests for the rating requested.
- Be recommended by your commanding officer.
- Receive authority from the Chief of Naval Personnel to compete in a service-wide examination for the rating requested.
- Satisfactorily complete the service-wide examination for the rating requested.
- Be authorized by the Chief of Naval Personnel, through the regular Naval Examining Center announcement letter, to change your rating.

Requests for change in rate and rating exams for personnel who are already in a formal program to change their rating in accordance with BuPers Inst. 1440.18B may be

submitted in letter form to the Chief of Naval Personnel up to three months in advance of the date on which the requirements for change are expected to be completed. In such instances, the commanding officer's endorsement must contain a definite statement that the individual will complete all the eligibility requirements before the date of the examination and also include a definite statement as to the desirability of the requested change in rating.

For personnel not in a formal program for change in rating, requests for authority for a change in rating may be made to the Chief of Naval Personnel when the man is considered qualified for the change. CO's endorsements must include definite information as to completion of all the requirements outlined above, and a definite recommendation as to approval of the request.

Personnel who have requested authority and have been recommended for change in rating may NOT be nominated for advancement in their present rating. Examination for current change in rating and advancement in new rating will not normally be approved. Exceptions to this rule, however, may be made only in case of special conversion programs authorized by BuPers Instructions or Notices in the 1440 series.

BuPers Inst. 1440.5C and 1440.18B are applicable to enlisted women as well as men. Waves, however, are limited to change to the following ratings: SA, SN, AA, AN, HA, HN, DA, DN, ET, IM, OM, YN, RM, CT, SK, PN, MA, SH, DK, CS, AC, JO, LI, AT, DM, PH, AG, AK, HM, DT and TD.

USN personnel in pay grades E-4 and E-5 may be recommended for change to the appropriate service rating or selective emergency service rating if such rating has been activated for USN personnel. As an example, a BM3, USN, desiring to change to Electronics Technician will be recommended for change to ETN3, ETR3, or ETS3.

Naval Reservists on active duty may be changed in the same manner as personnel in the regular Navy.

Foreign nationals will not be

recommended for change to a rate or rating which requires, or may require, access to classified matter. The U.S. Navy Security Manual for Classified Matter (OPNAV Inst 5510.1B) specifies the conditions under which foreign nationals may be granted such access.

Computer Center at PGS Is a Big Problem Solver

The U. S. Naval Postgraduate School at Monterey, Calif., now claims to have the fastest large-scale computer employed in an educational institution.

The new device will be the heart

of the computer center at the PG School. It will be used by both the students and faculty for educational and research purposes. In addition, a Naval Weather Service group, working on Project NANWEP, will use it to solve weather research problems.

A compact, all-transistor model, the computer can perform certain problems in arithmetic at speeds of more than 100,000 operations per second. Its control system is so efficient that it can acquire a new problem, solve a second problem and put out the answer to a third problem—all at the same time.

More Warrant Appointments For First Class and CPOs

Six first class and four chief petty officers have been issued temporary appointments to Warrant Officer, W-1.

These appointments are from an eligibility list established by a selection board which convened in the Bureau of Naval Personnel in February 1959.

Regular Navy appointments were broken down into the following designators: Boatswain (7132), three; Machinst (7432), two; Aviation Electronics Technician (7612), two; Ship's Clerk (7822), three.

Port Hueneme's Schools Turn Out Well Trained Seabees—Here's the Curriculum

Most of the Seabees of World War II fame were civilian-trained construction men. Today, the Navy trains its own construction men to do today's work, and to be prepared to do wartime construction if and when the need arises.

Before construction men become skilled they must be trained. Most of the school training is done at Port Hueneme, Calif.

Not just anyone may attend these schools. You must be a CN, CP, an FN, or SN with the following specific qualifications to go to one of the following Class "A" schools:

- **Builder** — a new 12-week course convenes every four weeks. Students must have a combined GCT plus MECH of 100 or GCT plus MAT of 100. Vision correctable to 20/20.

- **Construction Electrician** — This course lasts 14 weeks and convenes every five weeks. Selected men must have a combined ARI plus MECH of 105 or ARI plus MK ELECT of 105. Vision correctable to 20/20 and normal color perception are required.

- **Draftsman** — Candidates must have a GCT plus ARI of 105, and vision must be correctable to 20/20. The course lasts 12 weeks with a new one starting every quarter.

- **Construction Mechanic** — Only one class at a time is run in the CM school. A new one starts at the end of each 13-week course. Students must have a GCT plus MECH of 100 or GCT plus MK MECH of 100 in order to be eligible. Vision correctable to 20/20.

- **Steelworker** — A 12-week course begins quarterly. Selected men must have an ARI plus MECH of 100 or ARI plus MAT of 100. Vision must be correctable to 20/20.

- **Surveyors** — Again only one class is run at a time. Classes begin every 13 weeks, with one week's lapse between courses. Candidates must have a GCT plus ARI of 105, and have credit for a course in trigonometry. Vision must be correctable to 20/20.

- **Utilities Men** — A new 13-week course begins every four weeks. Applicants must have a GCT plus MECH of 100 or GCT plus MAT of 100. Vision must be correctable to 20/20.

Besides these Class "A" schools, rated Seabees second class and above, or third class with one year in rate in an operational billet, may attend "B" schools in their rate. Here is some information about those schools:

- **Builder** — A new 17-week course is given three times each year.

- **Construction Electrician** — A new 16-week course is offered three times a year.

- **Draftsman** — Once a year a 16-week course convenes.

- **Equipment Operator** — Quarterly a new 15-week course begins. Candidates must be in their second or later enlistment.

- **Construction Mechanic** — This is a 15-week course that convenes quarterly.

- **Steelworker** — Three times a

year a 15-week course begins. Candidates must be in a second or later enlistment.

- **Utilities Men** — This course lasts 14 weeks with classes convening three times a year. Applicants must be in their second or later enlistment.

There are three Class "C" Seabee schools: One teaches **Advanced Equipment Operation and Maintenance** and is open to second class EOs and CMs and above.

The second is **Planning and Estimating**, open to all second class petty officers and above, and the third is **Blasting and Quarry Operations**, open to second Class EO ratings and above.

There are also some BuPers Instructions that will give you added information about these Bureau-controlled schools.

BuPers Inst. 1133.5A gives information about assignment to a school as a reenlistment incentive.

BuPers Inst. 1500.25E series (and Supplements) gives the convening dates of Navy schools.

BuPers Inst. 1510.86 tells how nonrated men from the operating forces may apply for a class "A" school.

BuPers Inst. 1510.63C gives quota information about the schools.

The Catalog of U.S. Naval Training Activities and Courses, NavPers 91769-D, contains more detailed information about the curriculum at each school. Some ships and stations might not have this latest edition of the catalog yet.

BOOKS

FAR EASTERN SECRETS YOURS FOR THE ASKING

AS A PART of its contribution to National (and Navy) Library Week, the Library Services Branch has compiled a list of those books it believes will help you to understand and enjoy more of the Far East. You'll be able to find one or more in your ship or station library.

Three are concerned with Japan. Each has a different approach and viewpoint.

Japan: An Intimate View, by Colin Simpson, an Australian journalist who has done this sort of thing before, is an excellent demonstration on how to travel in a strange country. Mr. Simpson spent relatively little time in Japan, but he used his eyes, made a point of experiencing as much as possible, talked to everyone he could, took plenty of notes, and used an intelligent, objective approach. His Japanese public included bath attendants, geishas, Buddhists, and old timers who had lived in Japan a lifetime and had married Japanese women. He doesn't pretend to discuss anything more than he knows.

On the other hand, *Meeting with Japan*, by Fosco Maraini, is the product of nearly a lifetime of residence in the country. Here is a man who speaks the language (Colin Simpson, author of *An Intimate View*, does not), and to whom Japan is "the country in which I had lived and suffered so long, where my daughters were born . . ." Mr. Maraini taught in Japan before World War II, lived there during it and, when

Italy capitulated in 1943, was interned there. He was released at the end of the war in 1945 and returned again to Japan in 1955. His book is beautifully illustrated.

Living Japan, by Donald Keene, is something else again. This is by a scholar (Dr. Keene is head of the Japanese Department at Columbia University) who has applied himself to the task of writing a popular book about a subject he loves. In easy, readable style, he takes the reader through every important aspect and facet of Japanese society. He provides an illuminating and charming account based upon fact, accuracy and familiarity. He succeeds in giving the reader a thorough respect for both the Japanese and Western minds.

For abrupt contrast, we also have three volumes about Red China. Here, the picture is grimly different.

The conversion of China to communism may turn out to be one of the most decisive events of the post-war years. The brief, 100-page *Dragon and Sickle*, by Guy Wint, describes how that conversion was accomplished and how the Chinese mode of revolution has influenced all of Asia. *Dragon* also tells of the relations between Russia and the Chinese Communist Party and discusses the political ideas of Mao Tse-tung. The author ends with an assessment of the new plan for advancing the communist cause throughout Asia.

The Yellow Wind, by William

Stevenson, is a long, intricate and highly intelligent discussion of Red China, the country whose population numbers one fourth of the world today. Stevenson makes the point that the Red Chinese, in contrast with the Russian dominated communists of the West, have used traditional Chinese subtlety and applied the art of "gentle" persuasion instead of brute force to achieve control. "Gentle" Chinese or not, the book provides forceful and frightening reading.

The Continuing Struggle, by Richard Louis Walker, is still another analysis of China under communist rule. Professor Walker, Chairman of the Department of International Studies at the University of South Carolina presents an objective description of the many problems Red China must face and the problems she poses for free nations of the world.

A welcome relief to the grimness of China is *Thailand*, by Noel Busch. This lively little book presents an excellent picture of the Southeast Asian kingdom of Thailand, its people and their way of life. Written with deep affection, and based on research done by the author during his residence in the country, this description of the Thais, their country, history, economics, government, religion, arts and pastimes provides an authoritative introduction to a charming land and people.

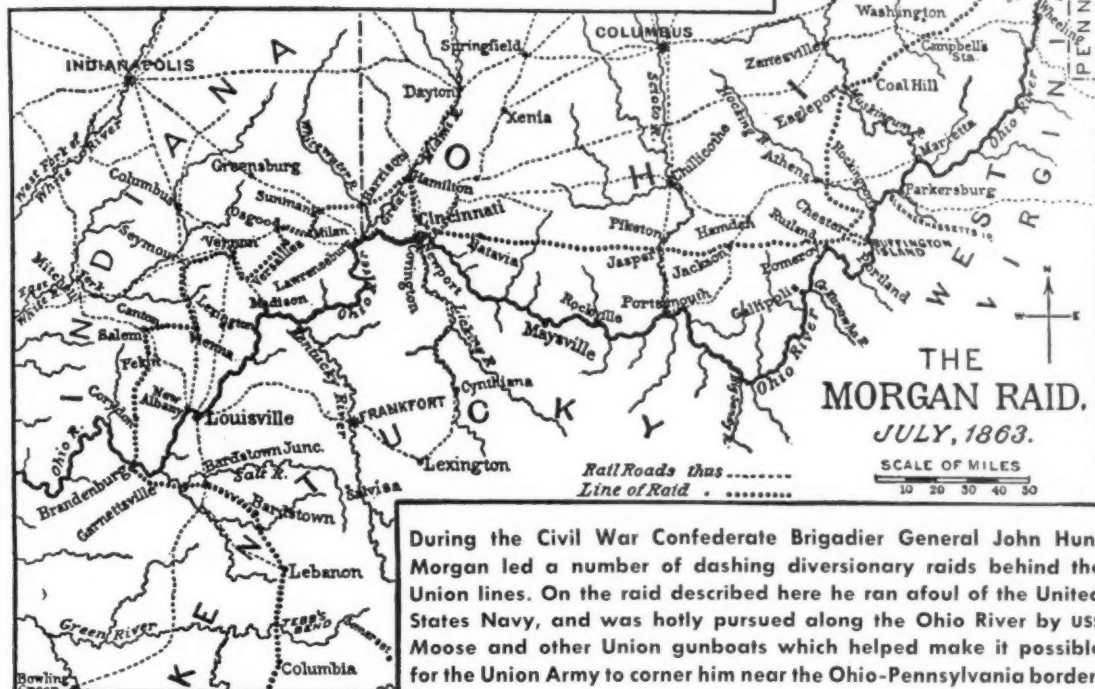
In a blend of history and personal journalism, Louis Fischer has told *The Story of Indonesia*. Between the Pacific and Indian Oceans, and between Asia and Australia, lie some 7900 islands. They were formerly known as the Dutch East Indies. Today they are Indonesia. Fischer tells the story of that archipelago from the time of Marco Polo, through the coming of the Portuguese and Spaniards, the centuries of colonialism under the English and the Dutch, the Japanese occupation and the present decade of independence. He describes, in his own style of journalism, the diverse people and their many religions and culture; the poverty in the midst of plenty; the wars, revolutions and rebellions.

John C. Caldwell's *Far East Travel Guide* covers every country from Korea to Malaya. He provides basic information on getting to the Far East, on alternative routes of travel, on visas, what to take on a trip, where to stay, and what to see.



ALL DRESSED UP are USS Rehoboth (AGS 50) and USS San Pablo (AGS 30).

MOOSE CHASE



During the Civil War Confederate Brigadier General John Hunt Morgan led a number of dashing diversionary raids behind the Union lines. On the raid described here he ran afoul of the United States Navy, and was hotly pursued along the Ohio River by USS *Moose* and other Union gunboats which helped make it possible for the Union Army to corner him near the Ohio-Pennsylvania border.

Early in July 1863, General J. H. Morgan of the Confederate army made a daring hit and run raid into Kentucky, Indiana and Ohio.

LCDR LeRoy Fitch, commanding officer of USS *Moose*, a 189-ton paddle-wheel tug, carrying six guns, was sent to intercept Morgan, and, if possible, cut off his retreat. *Moose* finally contacted the raiders some 250 miles east of Cincinnati. The retreating enemy had placed two field-pieces in position, but *Moose's* battery of 24-pound howitzers drove them off. Meanwhile, the Federal Army troops had come up, so the Confederates, their retreat blocked, ran upstream in headlong flight, leaving their wounded and dismounted men behind to be captured. For days, *Moose* followed the retreating raiders and succeeded in blocking two other attempts of the Confederates to cross the river to safety.

Only when the river became too shallow for his small tug to navigate did Fitch halt the pursuit, which had led him some 500 miles from his customary station. This is the account of that pursuit, based upon official documents, which have been slightly revised and condensed for easier reading.

REPORT of A. M. Pennock, Fleet Captain and Commandant of Station, Cairo, Ill., 12 Jul 1863, to RADM D. D. Porter, Commanding Mississippi Squadron:

I received information on the 8th from Major General (Ambrose E.) Burnside, Commanding the Department of the Ohio, that Morgan had captured two

steamers on the Ohio at Brandenburg, Ky., placed a force on board them, and gone down the river.

At the same time, I received a telegram from LCDR LeRoy Fitch saying that a gunboat from Louisville would be there in two hours; that two would start from Evansville (Ind.) immediately, and that he would be at Louisville that night with three boats.

On the 9th, I received telegrams from Governor (Oliver P.) Morton of Indiana, saying that Morgan had crossed with 6000 men, and asking me to send up gunboats to prevent them from recrossing, and that his force consisted of infantry and artillery.

The following day, Governor Morton telegraphed me again, asking me to collect all the forces including armed boats, that I could, and send them up the river as he expected Morgan would commence a retreat at once and endeavor to get out near Owensboro, Ky., or below. On the same night I received another dispatch from the governor, informing me that Morgan was reported to have burned Salem, Ind.

As I heard that the enemy had fortifications at Brandenburg, and I considered it necessary to send a gunboat carrying a heavier armament than those up the river for the purpose of dislodging them, I dispatched LCDR Foster, in *Queen City*, to assist LCDR Fitch in his operations.

I telegraphed LCDR Fitch to go ahead.

The gunboats are moving from above and below to the points where it is thought Morgan may attempt to

recross. The news today is that large bodies of troops from Indiana and Kentucky are in hot pursuit, and I have little doubt but that he will be captured.

LCDR Foster confirms the report of fortifications at Brandenburg by telegraph.

(Signed) A. M. Pennock

EXTRACT OF REPORT of Major General A. E. Burnside, USA, to Adjutant General summarizing operations of the Department of the Ohio while he was in command:

Preparations were still continued, in the hope of being able to spare sufficient force to go into East Tennessee, but they were disturbed by the approach of the rebel General John H. Morgan, with a large cavalry force, which he had crossed at Burkesville, Ky., about the first of July, and was moving in the direction of Columbia, Ky.

Immediate dispositions of all the troops were made, with a view to checking his advance. He moved with great rapidity, destroying railroads and telegraph lines, so that our means of following his movements were restricted.

General (George L.) Hartsuff at once ordered all his available forces in pursuit.

Morgan's command passed through Columbia and moved in the direction of Lebanon, Ky., reaching Green River on the 4th of July, where he was met by Col. O. H. Moore, with four companies of the Twenty-Fifth Michigan, who were guarding the fort.

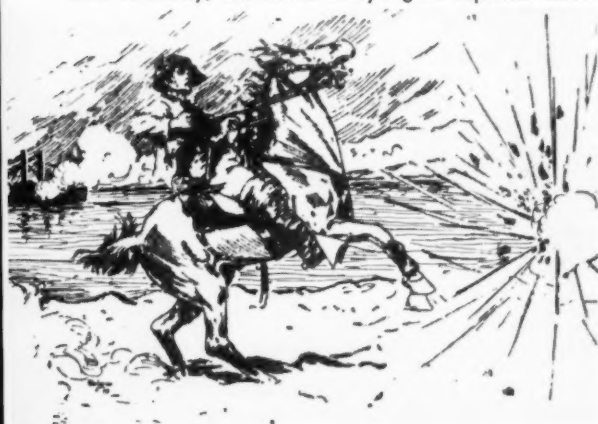
Morgan demanded the surrender of this force, but Moore replied that "The Fourth of July was not the day for United States troops to surrender." Soon after, the enemy charged his position, but were repulsed with great loss.

Morgan then moved to Lebanon, where he captured a force under the command of Colonel (Charles S.) Hanson after a desperate fight. Moving in the direction of Louisville, he turned to the left and struck the Ohio River where he seized steamers and crossed into Indiana before our forces could overtake him.

Generals (Edward H.) Hobson, (Henry M.) Judah and (Samuel P.) Carter, and Colonel (Frank) Wolford were now in hot pursuit with parts of their divisions.

(Signed) A. E. Burnside, Maj-Gen, USA

CONFEDERATE CAVALRY made several attempts to cross river to safety, but Union Navy's guns repulsed them.



REPORT OF Acting Ensign Joseph Watson, commanding USS *Springfield*, 9 July 1863, to LCDR LeRoy Fitch:

Sir: I engaged John H. Morgan this morning at 9 o'clock at Bradenburg. I have been fighting nearly all day. He is crossing over to Indiana. He has 10,000 men and several pieces of heavy artillery. He has his batteries planted at three places, commanding the river. We will have to have boats below town to operate with me. He wants to hold that place until he recrosses.

(Signed) Joseph Watson
Acting Ensign, Commanding

ACCOUNT OF LCDR Fitch, USS *Moose*, 9 July 1863, from Brandenburg:

Yesterday (8 July) I telegraphed *Fairplay* and *Silver Lake* to move up to this place at once. I sent *Reindeer* up the river to assist *Naumkeag* over the shoals, as it was reported from Pittsburg that there was a rise coming down.

I got underway at once and moved down the river with this vessel and *Victory*. I arrived at Louisville this morning (9 July) and, learning that the enemy was in very strong force, resolved to push over the falls at once and get here before the two boats from below, as I feared that the enemy might take *Fairplay* and her consort by surprise.

I got over the falls with this vessel and *Victory* about noon and after communicating with *Springfield* moved down as fast as possible with the three boats. I arrived here between five and six o'clock and much to my disappointment and sorrow, found the enemy had made a crossing by means of the two steamers captured.

Fairplay and *Silver Lake* arrived at about six-thirty with a convoy of seven steamers.

On my arrival, I found General Hobson's forces coming to town following General Morgan. I hope, with the aid of the merchant steamers, he (Hobson) will have his entire force across the river before midnight and close after Morgan.

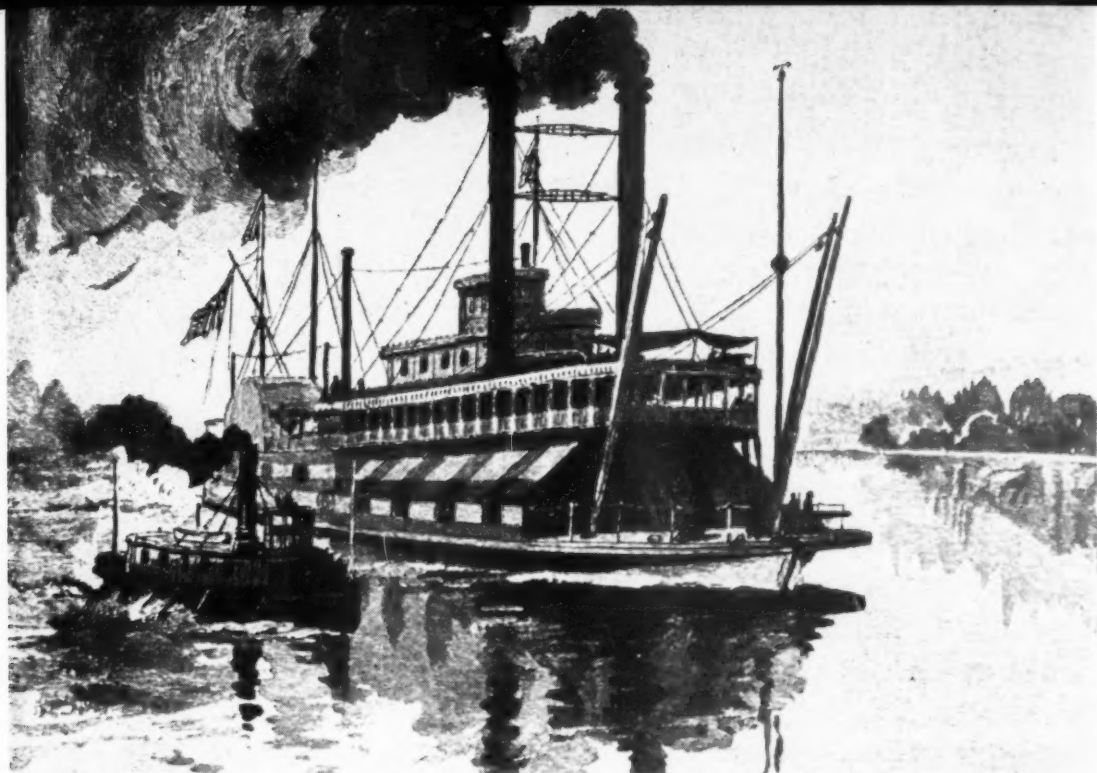
The circumstances, as far as I can learn, are as follows: Morgan threatened Louisville (though I suppose now he was only making a feint in that direction). As soon as I got word that he was marching on Louisville, I made arrangements to protect the canal, knowing that gunboats could not prevent the enemy from coming in the rear of the city.

I therefore directed Acting Ensign Joseph Watson, commanding *Springfield*, to move up and lay off Portland (Ky.) until further orders, unless he heard of the enemy at some other point on the river within his patrol and, if he did, to move on that point at once. I held this vessel and *Reindeer* to defend the upper end of the canal.

On the evening of the seventh, while the excitement was greatest in Louisville, Morgan, instead of marching on the city, moved off to the left, came in on the river at this place (Brandenburg), planted batteries and captured the steamers *John T. McCombs* and *Alice Dean*.

This news reached me about noon of the eighth. I started in this direction at once. Although the crews of this vessel and *Victory* were new recruits and had not yet become well acquainted with the drill (in fact, the crew of *Victory* had just been mustered on board), and as yet hardly knew their stations, I determined to do the best with them I could.

Early on the morning of the eighth, the morning after



USS BLACK HAWK, flagship of Mississippi Squadron, kept in close touch with USS Moose throughout chase.

Morgan made his appearance on the river, Acting Ensign Watson got word of it and moved down at once. While approaching the town of Brandenburg, he was fired on by heavy forces of infantry from the Indiana side, but did not stop to engage them. When within about a mile of the town, the enemy opened fire on him from a battery of two 20-pound Parrotts on a high hill near the court-house and two other smaller guns lower down the hill.

He engaged these batteries for an hour and a half, firing deliberately but apparently without success owing to the greater elevation and superior range of the enemy's guns. He accordingly withdrew and lay above until two transports of infantry, about 500, arrived from Louisville. He then engaged the enemy again but not being supported by the land forces, and being alone on the water, he could not dislodge them and consequently was forced to retire the second time. This time *Springfield* returned to Louisville to communicate with me and to convoy back some steamers that had started down the river after her.

Morgan's forces are said to number 11 regiments, or about 6400 or 6500 men, with five pieces of artillery, two of which are 20-pound Parrotts.

Although *Springfield* received no injury, her commanding officer did not consider it wise to run the batteries alone for the purpose of trying to recapture the two steamers as in thus doing, he himself ran great risks of being disabled. Besides, had he passed the batteries in safety, his vessel had not the speed to catch either of the others. The rebels could have run them down below and burned them before he could have come within reach or, had they been so disposed, they could, protected as they were with large hogsheds of tobacco, run him down or board him with overwhelming numbers.

I regret this occurrence exceedingly, not only on my account, but on yours, for I had hoped to catch Morgan between two cross fires of such severity that he would not again attempt the river, but being deceived both in regard to his actual force and his movement, I lost the opportunity of catching him this time, but hope to meet him on his return.

Reindeer and *Maumkeag* should reach Jeffersonville some time tomorrow. I will keep them on patrol from Louisville to Madison (Ind.) in case Morgan should attempt to cross above the falls.

(Signed) LeRoy Fitch
Lieutenant Commander

R EPORT OF LCDR Fitch to RADM David D. Porter, regarding the movements of Morgan, 11 July:

Sir: It seems to be the impression that Morgan is moving in two directions, the main body of his force moving in the direction of New Albany. I sent *Springfield* and *Victory* above the falls this morning to keep up a patrol. I will patrol from the foot of the falls.

The river is fordable at several points above and below the falls; therefore, unless we can get word as to the probable point Morgan makes for, he can get across in less than an hour.

(Signed) LeRoy Fitch
Lieutenant Commander

R EPORT OF LCDR Fitch to RADM David D. Porter, regarding operations of *Springfield* and *Victory*, 11 July):

Sir: Since closing my letter this morning, I came above the falls to intercept a guerrilla party reported to be on the river 12 miles above here, who were moving to join Morgan.

Springfield and *Victory* in coming up the river this morning, met this gang and shelled them back. A few,



CONFEDERATE INFANTRY, on Indiana shore, fired at USS *Springfield* near Brandenburg, Ky., with little harm.

about 45, had already gotten across when the gunboats came along. They swam their horses and the remainder made a hasty retreat. Many who were just getting in the river at the time received a severe shelling before they could get upon the bank again.

There were also some on Twelve-Mile Island who, in their attempts to get back, were drowned.

Some of the party that got across are already captured. Their horses were fast giving out and our cavalry from Jeffersonville were in close pursuit. It is expected that the entire party will be captured before dark.

I have not yet heard from *Naumkeag* and *Reindeer*, but presume by their nonarrival here that they are doing good service perhaps a little further up the river. The whole river appears to be infested by guerrillas all at once. I expect there will be very lively times here this summer.

(Signed) *LeRoy Fitch*
Lieutenant Commander

R EPORT OF LCDR Fitch to RADM David D. Porter, 12 July:

Sir: In my letters of yesterday I mentioned *Springfield* and *Victory* cutting off reinforcements attempting to cross the river to join Morgan.

The force, I learned today, amounted to 1500; 45, as I before mentioned, succeeded in getting over. Some, it is reported, were drowned, and 39 were held on the island and taken prisoners by infantry forces coming up on transports after the gunboats. Forty horses were also captured.

(Signed) *LeRoy Fitch*
Lieutenant Commander

T ELEGRAM FROM Maj-Gen A. E. Burnside to LCDR Fitch, 12 July:

The following was just received from General Love: "Arrived here at six last night in time to answer Morgan's second demand for the town (Vernon) to surrender. Sent him word my force was sufficient to hold the town. He said in 30 minutes he would open his artillery. Got the women and children out as fast as possible and made the best disposition possible with our force and limited time.

"Expected an attack every minute until two o'clock, when information I believed to be reliable leads me to believe he declines a fight, and is hastening toward Madison. If so, he will reach the Ohio at Madison or vicinity about early dawn. I don't think he can escape. Information looks as if his command was wearied out and he is anxious about his escape."

(Signed) *A. E. Burnside*
Major-General

L ETTER FROM LCDR Fitch to Maj-Gen Burnside, off Manchester, 16 July, regarding movements of Morgan's forces:

Sir: As well as I can judge, Morgan is still moving on to the eastward. It is reported that a portion of his command camped last night at, or a little beyond, West Union.

Some of his men were in Georgetown yesterday and drove in the Ripley pickets but would not attempt the town. I was in hopes that General Manson would, on his arrival at Maysville, move out on the road to Decatur and intercept or force him on to the river at Ripley. I could have held him there for a week. The prospects now look rather dubious.

He is said to be making for the mountains and, I fear, will make through and strike some point on the river beyond our reach, as the water is now falling very rapidly. Are there no forces at Chillicothe that can force him on to the river before he gets too high up?

If there is telegraphic communication at Portsmouth, please let me know what prospect there is of his forward movement by land being checked.

If I can get him on the river in my reach, I can prevent his crossing. I trust we shall be able to keep the run of him, yet I find it now becoming very difficult.

(Signed) *LeRoy Fitch*
Lieutenant Commander

R EPORT OF LCDR Fitch to RADM Porter, Buffington Island, 19 July:

Sir: I have the honor to state that since my last reports regarding Morgan I have followed on up the river, keeping on his right.

In some instances I was compelled to get out warps to get over falls, shoals and swift water, but I had determined to cut him off at all hazards. This morning I had the good fortune to intercept him just above this island, as he was making for the river and attempting to ford it.

I at once engaged him, drove him from the banks and captured two pieces of his artillery, a portion of his baggage train, horses and small arms. During this time General Judah was pressing on his rear.

The engagement did not last over an hour, when his forces broke in the utmost confusion, throwing away their arms and clothing and taking to the hills. A portion, however, moved up along the bank in hasty

retreat, but I followed them so closely that they soon broke and disappeared up the ravines and over the hills.

In this column moving up along the bank were several buggies and carriages, which were abandoned to us. One of the carriages, in which Morgan was said to be riding, was upset by one of our shells and both horses were disabled.

The road along the bank was literally strewn with his plunder, such as cloth, boots, shoes, small arms and the like, but I had not time to land and take possession of these things as I wished to keep on up the river with the remnants of his scattered band, knowing that General Judah would look out for those left in the rear.

About 15 miles above this point, I again fell in with another portion of his forces fording. The current was so very swift and the channel so narrow that it was some time before I could get within range of them. As soon as possible, I opened fire on them, killing two and causing many of the horses to leave their riders in the water. Some had already crossed, but many put back and again took up the river. It was reported afterwards that some 25 or 30 were drowned.

I left standing on both banks some 15 or 20 horses without riders, but had not time to stop for them. Pushing on up the river, I again saw another squad of some 25 or 30 crossing, but could not, in consequence of shoal and swift water, get within range of them until they had crossed.

Having reached as high as it was safe for me to venture at this stage of water, and with the river still falling, I dropped down below Buffington Island, where I will remain until morning, and then proceed below Letart Falls.

I do not know the number of killed, wounded and prisoners, but am told the enemy suffered severely, and that nearly the entire force was captured.

(Signed) LeRoy Fitch
Lieutenant Commander

SUMMARY OF REPORT by A. E. Burnside to Adjutant-General, U. S. Army, 13 Nov 1863:

The enemy had passed through the southern portions of Indiana and Ohio without serious resistance until he reached the Ohio River, near Buffington Island. Our cavalry, under General Hobson, was kept in constant pursuit.

The gunboats, under Captain LeRoy Fitch, patrolled the Ohio River to prevent the crossing into Kentucky.



BROUGHT TO BAY at Buffington Island, many of Morgan's men surrendered. Rest almost got to Pennsylvania.

Morgan succeeded, however, in crossing the Scioto before our forces got into position.

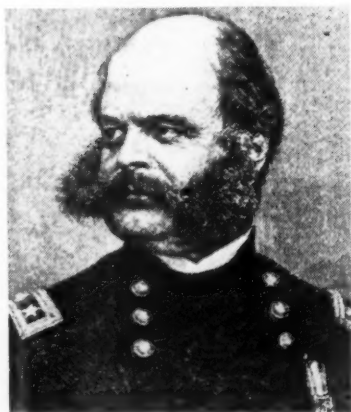
When he approached the river at Buffington Island, where he intended to cross, our forces were close upon him and the gunboats were in positions to prevent his crossing. He was forced to fight.

The combined forces under Generals Hobson and Judah, together with the gunboats under Captain Fitch, succeeded in capturing at least two-thirds of his forces and all his artillery and supplies.

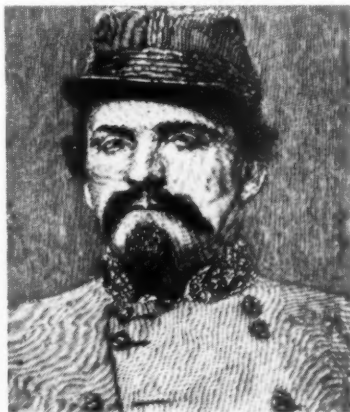
Morgan himself escaped and turned back from the river with the remnant of his men, but was closely followed by General Shackelford with about 500 men. Soon after General Shackelford came up, Morgan surrendered the remainder of his command. The prisoners, together with those previously captured, were in all about 3000.

(Signed) A. E. Burnside
Late Major-General

MGEN Ambrose E. Burnside, USA



BGEN John H. Morgan, CSA



RADM David D. Porter, USN



TAFFRAIL TALK

A FEW YEARS BACK (we don't remember how long and don't intend to look it up) we had occasion to clean out our desk. The residue found in odd corners caused us considerable astonishment and a bad case of asthma which (as we recall) we reported in this column.

We've done it again. Omitting the personal artifacts (i.e., rusty paperclips, a bent fingernail file, a pica rule, numerous notes to ourselves to do something or other, a collection of phone numbers with no names attached), we are happy to report several unexpected dividends.

They are a clutch of obsolete news releases we filed away 'for future consideration.'

★ ★ ★

Only this happy circumstance enables us to report on a most unbelievable character. He is:

A man of wisdom and ambition, a before-and-after-dinner speaker, a night-owl, a day-hawk and an all-night driver, appearing as fresh as a lily the next morning.

Able to entertain without becoming too boring, talk with the fascination of a world-renowned raconteur and listen with the rapture of an entranced child.

Equipped with the curiosity of a cat, the tenacity of a good bulldog, the determination of a well-digger, the diplomacy and truthfulness of any husband, the patience of a self-sacrificing wife.

A lover of children, dogs, cats, flowers, idle chatter and parades. Likewise, a gallant man with the ladies, a faithful churchman, a model husband, a fatherly father, a devoted son-in-law, a good provider, a thrifty spender, a generous host, and a pool shark.

Who is he? You've met him. He is, says the news release, a typical recruiter.

★ ★ ★

We suspect some element of exaggeration in the above, but there is none concerning Virgil M. Rollins, former TMC, who at the age of 38, became the 100,000th Navyman to receive retirement benefits.

Mr. Rollins, who now lives in Chula Vista, Calif., is using his skills learned in the Navy as an electronics instrument technician for a major aviation company.

Mr. Rollins' 20-year Navy career covered four ships—USS *Cassin* (DD 372), *McDermut* (DD 677), *Taussig* (DD 746) and the destroyer tender *Dixie* (AD 14).

We don't know, of course, how much retirement pay our 100,000th man is drawing, but we're informed he's pretty happy he joined the Navy some 20 years ago.

★ ★ ★

Ensign Bernie F. Johnson is not yet a 20-year man but in his 12 years of naval service he has given the Bureau plenty to do to keep track of him. Enlisting in the Navy in 1948, Ensign Johnson held 10 different ratings in as many years. He has worn four different hats within the last three and one-half years—the white hat of a petty officer, the hard hat of a CPO, the pin-stripe and crossed anchors of a warrant officer, and the eagle and shield of a commissioned officer.

The All Hands Staff

The United States Navy

Guardian of our Country

The United States Navy is responsible for maintaining control of the sea and is a ready force on watch at home and overseas, capable of strong action to preserve the peace or of instant offensive action to win in war.

It is upon the maintenance of this control that our country's glorious future depends. The United States Navy exists to make it so.

We Serve with Honor

Tradition, valor and victory are the Navy's heritage from the past. To these may be added dedication, discipline and vigilance as the watchwords of the present and future. At home or on distant stations, we serve with pride, confident in the respect of our country, our shipmates, and our families. Our responsibilities sober us; our adversities strengthen us.

Service to God and Country is our special privilege. We serve with honor.

The Future of the Navy

The Navy will always employ new weapons, new techniques and greater power to protect and defend the United States on the sea, under the sea, and in the air.

Now and in the future, control of the sea gives the United States her greatest advantage for the maintenance of peace and for victory in war. Mobility, surprise, dispersal and offensive power are the keystones of the new Navy. The roots of the Navy lie in a strong belief in the future, in continued dedication to our tasks, and in reflection on our heritage from the past. Never have our opportunities and our responsibilities been greater.

ALL HANDS The Bureau of Naval Personnel Information Bulletin, is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Use of funds for printing of this publication is approved by the Director of the Bureau of the Budget 25 June 1958. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles of general interest may be forwarded to the Editor. DISTRIBUTION: By Section B-3203 of the Bureau of Naval Personnel Manual, the Bureau directs that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicates that distribution should be effected on the basis of one copy for each 10 officers and enlisted personnel to accomplish the purpose of the magazine.

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The Bureau should be kept informed of changes in the number of copies required.

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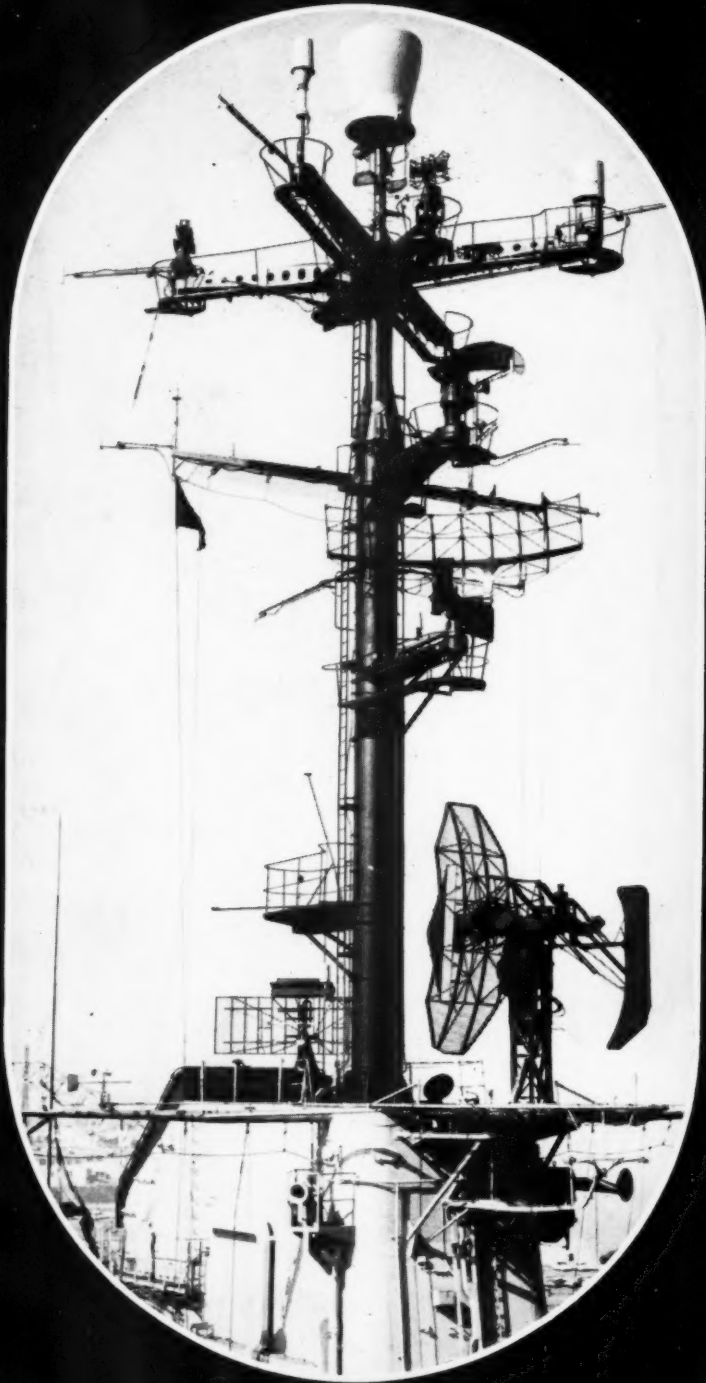
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• AT RIGHT: IN LINE—These minesweepers look smart and sturdy as they execute coordinated movements in training. Shown are USS *Skill* (MSO 471), USS *Nimble* (MSO 459), USS *Pinnacle* (MSO 462) and USS *Sagacity* (MSO 469).





THE
TECHNOLOGICAL NAVY

